

Scale AVIATION Modeller International



B-32 Dominator

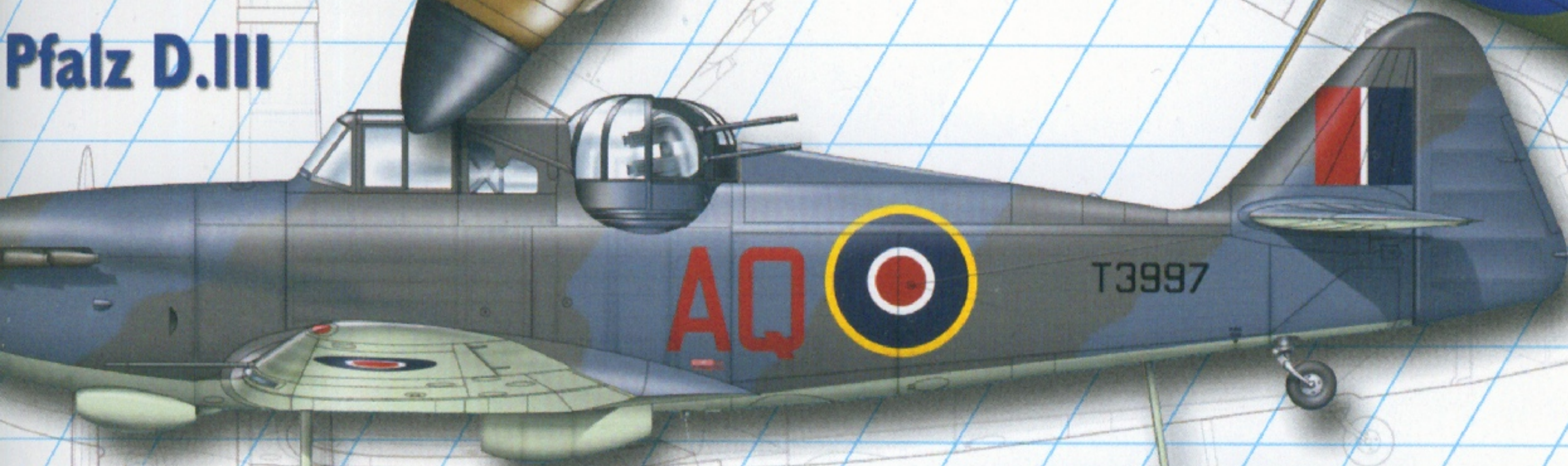
**Messerschmitt
Bf 108**

CAMS 37A

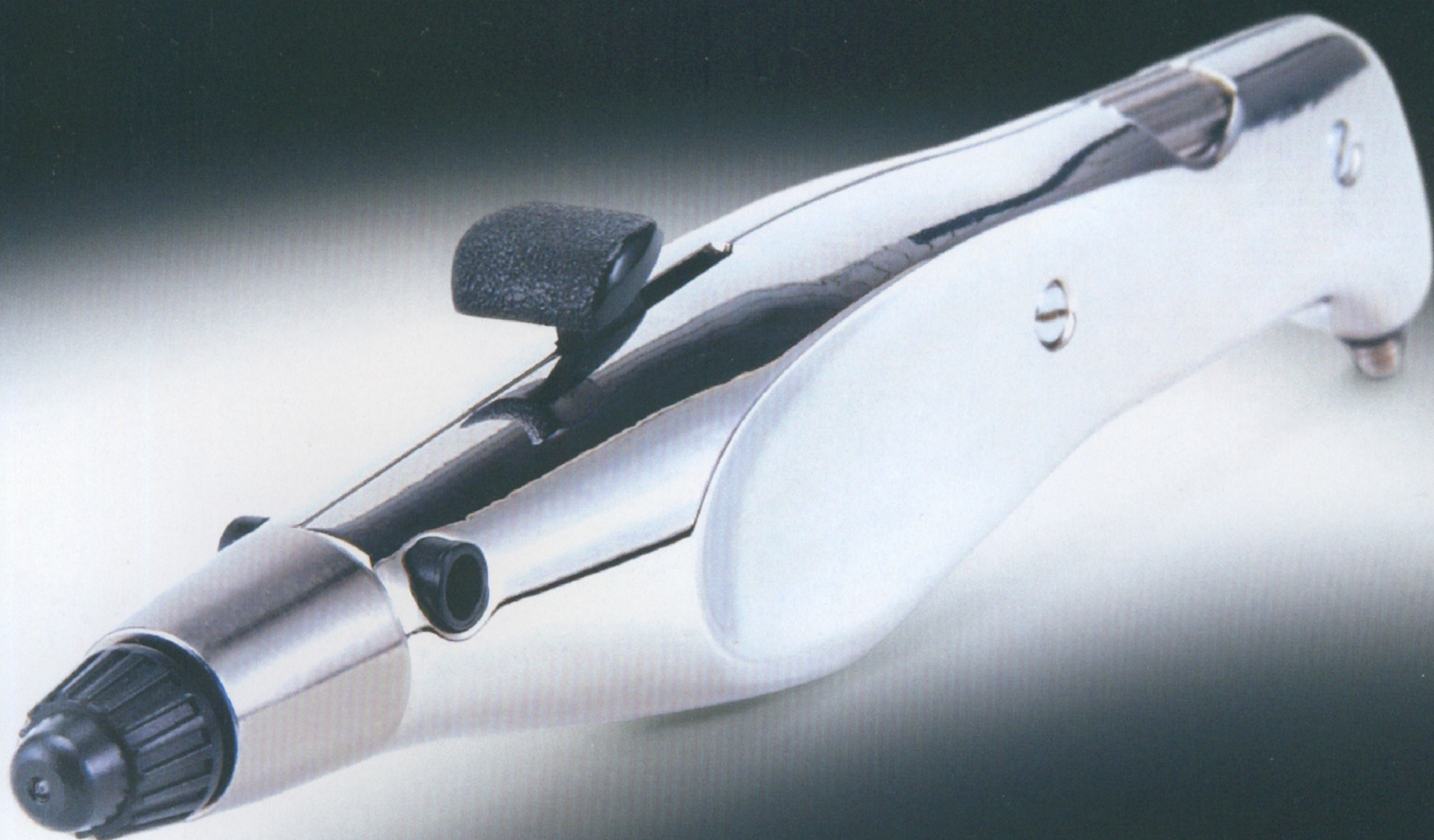
Pfalz D.III

B.P. Defiant

by Richard J. Caruana



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Questions to Contributors

If you have a question or query you wish to raise with any of the contributors to this magazine, they should be made **IN WRITING** to the SAM Publications address. Neither the Editor nor any of the contributors are at SAM Publications on a daily basis and the Editor asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade by the last Thursday of each month. Next edition date is 26th April 2003.

editorial

Start by saying sorry!

Yes, lets kick off this month's editorial with a 'sorry' to everyone. Now this is not because of something SAM Publications has done, although most of you will blame us, it is simply that last month's edition suffered from some real QA issues in relation to the printing! Please be aware that these are all beyond our control; the company printing this magazine is some distance from our headquarters and we only see the finished product as you do. I am sorry if the problems caused by the printers created problems for any of you, and although we will try and do our best to make sure this type of thing does not happen again, please understand that it is really outside our control.

Well, now the grovelling is over I can start on the real editorial issues. First of all a big thanks to Paul Lawson, whose article you saw in last month's edition and which marks

the end of Paul's work for us. Family and work issues have left him with little time for any future contributions so I am sure you will all join me in wishing him the very best for the future. Also leaving the fold for similar reasons is Colin Strachan of our Review Team. Although Colin has only done a few reviews for us, his work will be sorely missed by all and I once again extend our heartfelt thanks for all his efforts and hope that one day a reduced workload will allow him to start doing reviews once again. So, having had a few leave the team it goes without saying that I am after new names to join it for both reviews and feature articles. Please drop me a line if you are interested. I am after coverage of all scales, mediums and subjects so don't be shy, drop me a line.

Well, 2003 is already shaping up into a bumper year as far as kits go. Lots of very welcome reissues and

also loads of truly new stuff due as well. As someone who is 'afflicted' with the modelling bug more than anything ("how many kits in the loft!" - you know the score) I am

delighted to see some of the subjects chosen this year by the mainstream manufacturers. As always though, you wait ten years for a kit of a certain type, and then three come along at once! I also think there is a shift in scale this year, having moved from 1/72nd to 1/48th about 8 years ago, now we are seeing a move towards 1/32nd and larger. Imagine a 1/32nd scale B-17! And in this you have the age old problem with bigger scales - where to put them when built? Maybe we should consider a supplement on building your own

display cabinets, or putting an extension on your house!

Before closing, and just so everyone reading knows this: by the time you read this the latest addition to our Modellers' Datafile series (No.7) on the English Electric Lightning will be

available. See the advert elsewhere in this edition for ordering details. Also thanks to the many hundreds of you who took the time to complete the readers' survey. Entries are now closed and the draw for the lucky winners of the kits has been made, see details opposite.

Until next month, keep buying, keep building and keep reading SAMI.

Richard A. Franke
Group Editor
SAMI Publications



news update



1/72nd

Available in the UK during mid-February from A-Model were the Nieuport IV (#7266/£7.75) and the Yak-130D (#7293/£11.35).



1/72nd

Back once again in a Revell box during February were the ex-Matchbox Dassault Mystère IVA (#4320/£3.49) and Handley Page Victor K Mk 2 (#4326/£12.99).

1/48th

In this scale the ex-Hasegawa McDD F-4F Phantom II (#4522/£22.99) also made a reappearance in a Revell box.



1/144th

Noted in Japan during early March was the release of the Rockwell B-1B Lancer in 'ACC' markings (#40002/¥1200). This will be followed by the B-1 Lancer 'Operation Desert Fox' (#40003/¥1200) in late March.

1/35th

Due for release in this scale during March and April will be the Bell UH-1D 'WASP' (#35006/¥3300) and the Bell UH-1N 'US Navy' (#35008/¥3300).



1/72nd

Noted in Japan for March release were the T-2 'Blue Impulse' (#32022/¥2200), Mitsubishi F.1/T-2 (#32023/¥2200), MiG-29 Fulcrum (#26018/¥1000), F-14A Tomcat 'Bounty Hunter' (#28003/¥1800) and F-14 Tomcat 'Iranian Air Force' (#28005/¥1800), although we are not sure if any of these will be seen outside of Japan.



1/72nd

A number of new resin kits were released by this manufacturer in late February and these included the Breda 27 (#72005/£23.40), Miles M2H Hawk Major (#72006/£23.40), Koolhoven FK-52 (#72007/£23.40) and Heinkel He 42C floatplane (#72008/£29.90), each of which comes with decals.



1/72nd

New resin kits from this manufacturer during February included the Junkers Ju 88G-6 with FuG 240 N1 Berlin Radome (#7259/£52.00).



1/48th

The most recent resin kit from this manufacturer is the Anatra AD C.1 Ba.07,010 (#4812) at £36.40.

HR model

1/72nd

The latest resin kit from HR is the Bloch MB.153 (#7289/£14.30) complete with French Air Force decals.



1/72nd

Released in early March was the very striking Northrop F-5E 'Swiss Tiger' (#1233/£7.99).

2002 Reader's Survey & Prize Draw

A great vote of thanks to you thousand-odd readers from all over the world who took time out to tell us about yourselves, your hobby, your reading activities and how best we can go about improving Scale Aviation Modeller International to your benefit.

Our thanks also to those industry stalwarts at Eduard, MPM, Pocketbond, Revell AG and Toyway for donating some superb kit prizes for the prize draw. Sadly not everyone could win a kit, but armed with the information that you all provided, ultimately you, the readers,

will all be winners.

The lucky names are published here and the prizes are winging their way to their ultimate destinations right now.

Winners

(in alphabetical order)

Faraz Anwar, Denmark

Andrew McCabe, United Kingdom

Paul Meads, United Kingdom

B W Murphy, United Kingdom

Peter Rodgers, New Zealand

Mario Uchman, Canada

Richard Wakeland, USA



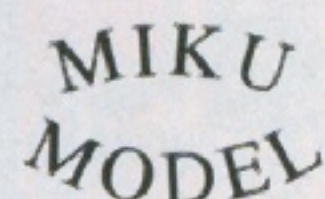
1/72nd

Please note that the Albatros D.V/Va (#032) and RAF S.E.5a (#045) previewed last month, are now available in the UK. They retail for £6.49 and £7.25 respectively and are imported by Pocketbond Ltd.



1/48th

Now generally available, but get one while you can, is the Martin-Baker MB.5 (#4820/£27.99) from Silver Cloud.



1/72nd

The latest resin kit from Miku is the Avia 14/14T/14FG (#7276/£59.80) which offers Czech, Russian and East German decal options.



1/48th

Yes the rumours are true, Accurate Miniatures are back! Existing items from the range should start to filter through over the coming months, but we have already noted in Japan that the SBD-5 Dauntless 'Tarawa' (#2214/¥5400), B-25B Mitchell 'Doolittle' (#3430/¥7200) and B-25C/D Mitchell (#3431/¥7200) are all listed for release during April.



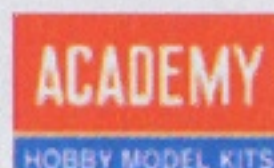
1/144th

The first kit in this small scale from this manufacturer is the MiG-19S (#4401/£7.50) which includes etched detail parts and decals for Russian, Czech, Polish and East German machines.



1/48th

It has been a while since we have seen any new releases by this Czech manufacturer, but in February they released the Sage 2 RFC 1916 (#4807/£28.99).



1/32nd

The long-awaited all-new McDD F/A-18C Hornet (#2191) should be in the UK by the time you read this. Initial inspection shows it to be very good with a lot of extra weapons etc as standard. The UK price should be in the £90 bracket, while in Japan we noted it listed at ¥12000.

1/72nd

Due for release in March in this scale is the Messerschmitt Bf 109E in the markings of Heinz Bär (#2214/¥800).



1/35th

Better known for their military kits, nevertheless this manufacturer will release the S-70C rescue helicopter (#35S13/¥8500) in May 2003.



NORTH AMERICAN FJ-3 FURY



SCALE 1/72 MADE IN CZECH REPUBLIC KIT No. 72102 POLYURETHANE RESIN KIT WITH WHITE METAL PARTS

1/72nd

The latest resin kit from RVHP is the North American FJ-2 Fury (#7101/£33.80).

note

Don't forget to check out the 'New Kit Listing Part 2' elsewhere in this edition for all future release information.

Celebrating a Century of Flight! The Top 100 Poll

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email (sampublications@comsam.co.uk), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford, MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively, from April 6th you can fill out a form online at www.sampublications.com.

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.



1/200th

Recently released in Japan in this scale is the Airbus A320 'Air France' (#10644/¥1400).

Due for release in Japan in March are the Boeing 747-400 'JAL New Marking' (#10701/¥1800) and Boeing 777-200 'JAL New Marking' (#10703/¥1800).

1/72nd

Released in Japan during February were the Focke-Wulf Fw 190A-5 'J. Priller' (#00607), Nakajima Ki-43-II '54th Flight Regiment' (#00608), Spitfire Mk IX 'No.316 Squadron' (#00609), Nakajima Ki-44-II 'Mainland Defence' (#00610) and F-16C 'Wisconsin ANG' (#00611/¥1400). They will be followed in March by the MU-2A 'Niigata Base 40th Anniversary



Colour' (#00612/¥1600), Sukhoi Su-27 'European Victory Memorial' (#00614/¥3800), Mitsubishi Ki-67 Hiryu '170th Bomber Regiment' (#00615/¥2600), Mitsubishi A6M2b Type 21 'Shokaku Fighter Group' (#00616/¥1400), N.A. P-51D 'IDF' (#00617/¥1400), McD D F-4 Phantom 'F-110A' (#00618/¥2400)



and the N.A. B-25J Mitchell (#GE16/¥3200).

1/48th

Released in Japan in February were the Nakajima Ki-43-II '25th Flight Regiment' (#09467), Messerschmitt Bf 109G-10 'Reich Defence' (#09468), Hellcat Mk II 'Royal Navy' (#09469), Hawker Hurricane Mk I 'Squadron Leader' (#09470) and F-15A/C Eagle 'IDF' (#09471). These will be followed in March by the V.S. Spitfire Mk IX 'Continental Spitfire' (#09473/¥2400), Lockheed F-104G Starfighter 'Vikings' (#09475/¥2600), Nakajima Ki-84 Type 4 Hayate '29th Flight Regiment' (#09476/¥2400), Republic P-47D Thunderbolt '65th FS' (#09477/¥2400) and Chance-Vought AU-1 Corsair 'French Navy' (#09478/¥2400).

1/32nd

Released in Japan during February was the North American F-86F-40 Sabre 'JASDF' (#08137/¥3800). This will be followed in mid-March by the all-new tooling of the Focke-Wulf Fw 190D-9 (#ST19/¥4200).



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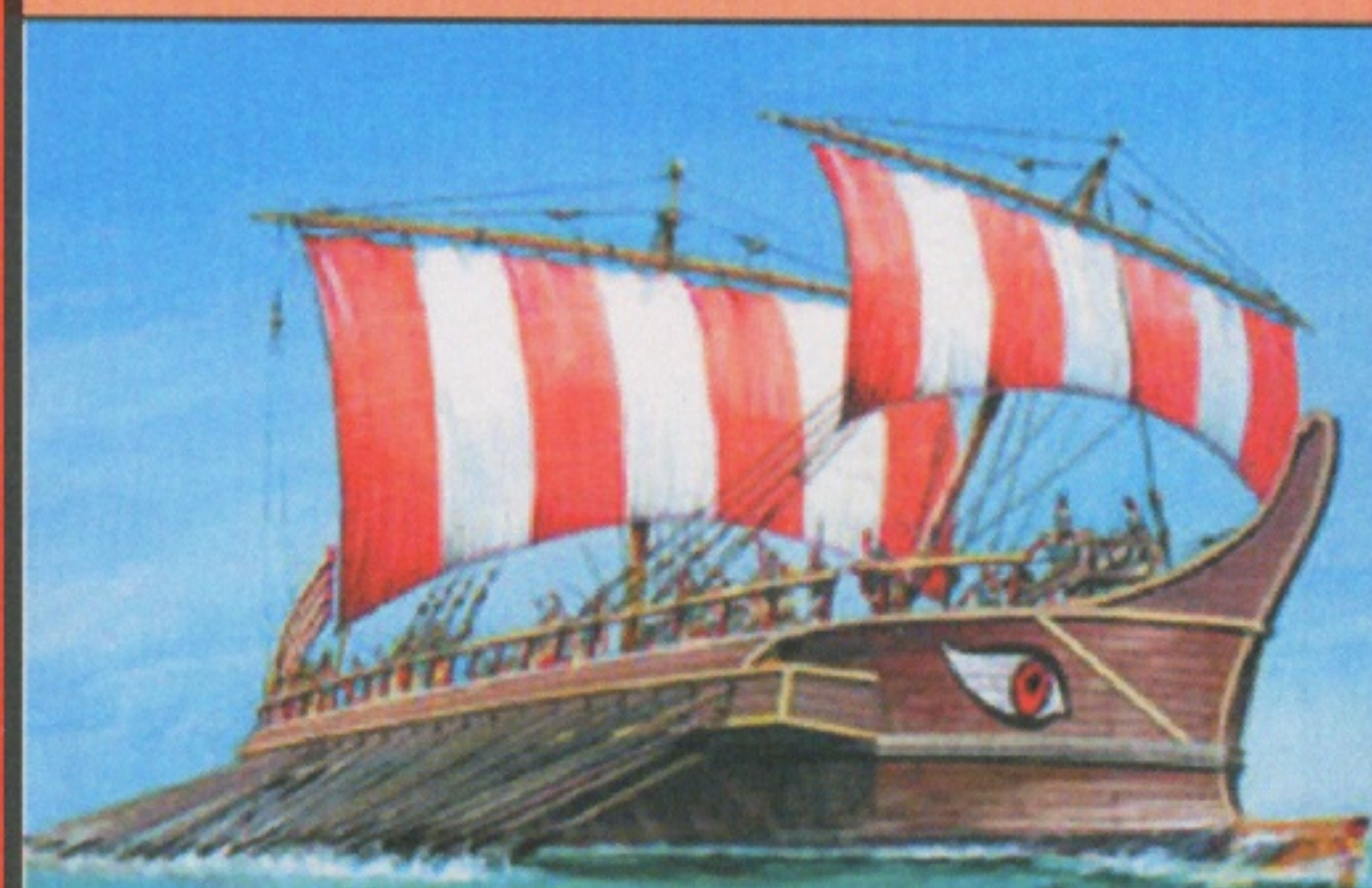
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Mirage Hobby from Poland 1/48 Scale
MG48135 Pzl 23B

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Zvezda from Russia 25mm (1/72 Scale)
ZV8514 Greek Trireme Ship



Zvezda from Russia
25mm (1/72 Scale)
ZV8510 Medieval Fortress



Hi-Tech from France 1/32 Scale
HI0999 Albatros D.V.



Battle Axe from France 1/144 Scale
BX1141 USS Monitor



Fonderie Miniatures from France
1/48 Scale
FN6029 Martin Maryland



Roden from Ukraine
1/72 Scale
RD0045 RAF S.E. 5a w/Wolsey Viper



Pavla Models from Czech Republic
1/72 Scale
PV72039 Fairey Firefly Mk I



Hobby Craft from Korea
1/48 Scale
HC1438 Airacomet YP-59



RPM Models from Poland 1/35 Scale
MKR35017 M.M.G.S. Mk.1916
Scout Car



Three D Miniatures by Andrea
from Spain 80mm (1/22 Scale)
TFG036 Jurassic Girl
TFG037 Amazon Princess



Verlinden from USA
120mm (1/16 Scale)
VE1878 Bandits! 2 O'clock!



Blue Max from England
1/48 Scale
PGX0205 DH4 "Liberty Plane"



Valom from Czech Republic
1/72 Scale
KPV72001 Sukhoi Su-6 AM-42



Revell/Monogram from USA
1/32 Scale
RM4565 Bell X-1



Czech Model from Czech Republic
1/48 Scale
CM4809 T-34C Mentor



Mirage Hobby from Poland
1/400 Scale
MG40028 V-106 WWI German Torpedo Boat



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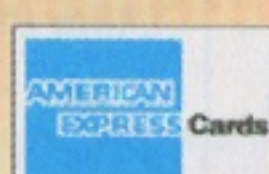
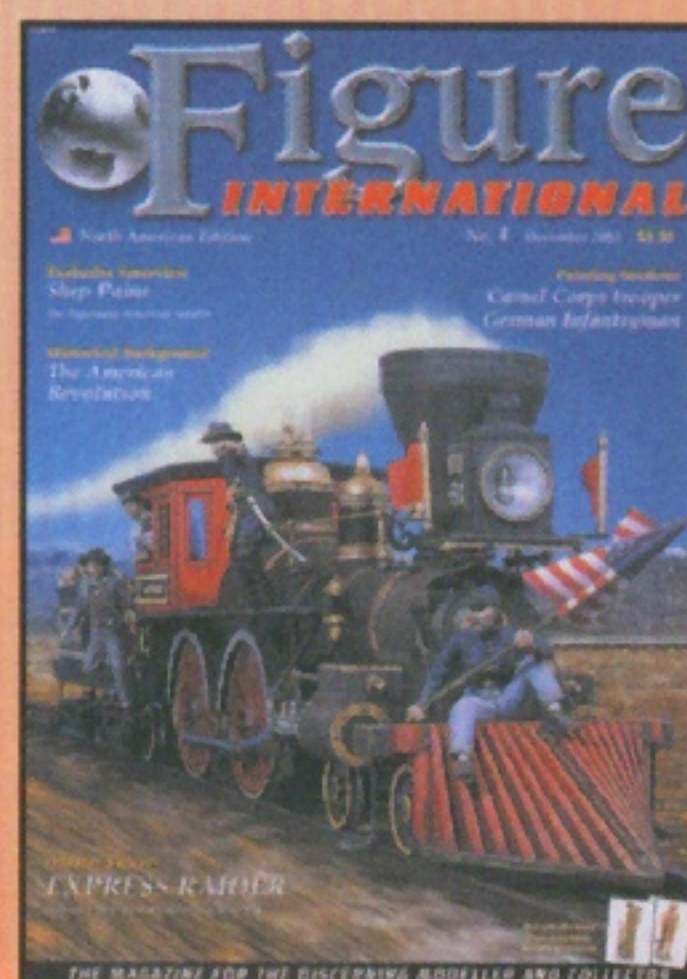


Figure International Magazine
from Spain



- **Exclusive Interview** with the American great master **Sheperd Paine**
- **Alternative figure: "Fire":** Pegaso's new line of fantasy figures in 200mm
- **Historical Background:** The American Revolution.
- **Quarter Figure:** Andrea's new Christmas release in detail.
- **Classics:** Back to 1985 painting the outstanding **D. F. Grieve** classic Camel Corps trooper of the Gordon's relief expedition in 1884.

and much more...

new kit listing 2003

part 2

Following on from last month's list is this concise listing of additional new kits due for release in 2003 that we have become aware of in the last month.

All of the featured kits are arranged alphabetically (or by kit number), and do not reflect the sequence in which they will be released. Please note that items have been included in this list if they are 'due' in the UK, even though in some cases they may already be available in the country of origin.

Accurate Miniatures

UK Importer: Amerang Ltd
1/48th (IM)

- 3412 . . . SBD-5 Dauntless 'Tarawa' *
- 3430 . . . N.A. B-25B Mitchell 'Doolittle' *
- 3431 . . . N.A. B-25C/D Mitchell

Aerophile

1/72nd (R)

- Short 184
- RAF EE.8
- Fairey III F
- N.A. T-6 Texan II

1/48th (R)

- Airco D.H.5
- Airco D.H.9
- Folland Gnat T Mk 2
- RAF EE.8
- Westland Wapiti

AFV Club

UK Importer: Pocketbond Ltd
1/35th (IM)

- 35S13 . . . S-70C Rescue Helicopter *

Airfix

UK Importer: Humbrol Ltd
1/48th (IM)

- 05111 . . . Bae Hawk 'Red Arrows' *†1
- 05112 . . . Bae Hawk 100 *†1
- 07111 . . . D.H. Mosquito NF.30 *†2
- 07112 . . . D.H. Mosquito B Mk XVI *†2

Note:

- *†1 - Previously listed as items 07109 & 07110 respectively
- *†1 - Previously listed as items 08103 & 08104 respectively

Alliance

1/72nd (R)

- 72020 . . . Messerschmitt Me P.1100B 'Schnellbomber' *
- 72021 . . . Focke Achgelis Fa 269 [ex-CzechMaster] *
- 72022 . . . Lippisch P.15 [ex-CzechMaster] *

- 72023 . . . Heinkel He 74B [ex-CzechMaster] *
- 72024 . . . WACO UPF-7 [ex-CzechMaster] *
- 72025 . . . I.A.R.39 [ex-CzechMaster] *
- 72026 . . . UDET U-12a Flamingo [ex-CzechMaster] *

A-Model

UK Importer: Pocketbond Ltd
1/72nd (Ltd Ed/R)

- Antonov An-71 AEWR *
- 007 Tupolev Tu-160 *
- 008 3M Bison *

1/72nd (IM)

- 072 Kamov Ka-126 *
- 073 Spad S.A.4 with skis *
- 074 Kamov Ka-226 *
- 084 Mil Mi-1 Ambulance *
- 090 Kamov Ka-15 Ambulance *
- 091 Yakovlev Yak-28R *
- 094 Yak-50 [2nd Version] *
- 095 Aero 45 *
- 097 Mil Mi-3 *
- 098 Christian Eagle 2 *
- 099 MiG-9 *
- 0100 . . . Tupolev Tu-128 'Fiddler' *
- 0101 . . . Antonov An-26 *
- 0103 . . . Antonov An-30 *

1/48th (IM)

- Nieuport IV *
- JB R1 *
- Avro 504K *
- PZL 104 Wilga *
- Yak-50 *
- Yak-52 *
- Yak-1 *
- Yak-281 *
- Yak-130D *

Azur

1/72nd (IM/EB/VF)

- A035 . . . Potez 63-11

1/48th (IM/EB/VF)

- Potez 631 *
- Loire 130 *

Czechmaster

1/72nd (R/VF)

- CMR1133 Hawker Typhoon Prototype

Czech Omega

1/72nd (R/VF)

- 7294 NVI Koolhoven FK-31 [Finland] *

Dujin

1/72nd (R)

- 72186 . . . Blohm & Voss Ha 135
- 72189 . . . Potez Po.XVA2
- 72192 . . . Miles M2 Hawk
- 72193 . . . Miles M2F Hawk Major
- 72236 . . . Topsy S.2 (Fairey)
- 72237 . . . Topsy Trainer I/B
- 72238 . . . Topsy Bc/Belfair

Eastern Express

UK Importer: Pocketbond Ltd
1/72nd (IM)

- 72102 . . . MiG-21SMT
- 72118 . . . MiG-29 Type 9-13
- 72120 . . . Su-17M3 Fighter-Bomber
- 72121 . . . Su-17M4 Fighter-Bomber
- 72122 . . . Su-17UM3 Trainer
- 72130 . . . MBR-2
- 72171 . . . Nieuport 21
- 72172 . . . Nieuport 24bis
- 72173 . . . Nieuport 24
- 72174 . . . Nieuport 27
- 72175 . . . Nieuport 23
- 72176 . . . Nieuport 17
- 72304 . . . Antonov An-12B
- 72305 . . . Antonov An-12B 'Aeroflot'
- 72306 . . . An-12B 'Artic'

Note: We are unsure of the origins of the above kits, but suspect most are reissued, or modifications of existing tools. The Nieuport and An-12 series could be ex-Toko and Roden, but we have no confirmation of this.

Fujimi

UK Importer: Amerang Ltd
1/72nd (IM)

- 26018 . . . MiG-29 Fulcrum *
- 28003 . . . F-14A Tomcat 'Bounty Hunter' *
- 28005 . . . F-14 Tomcat 'Iranian Air Force' *

Note: Also due for reissue this year are the Nakajima Gekko, F/A-18 and Sea King series in 1/72nd scale. No confirmed details are available at time of going to press.

Hasegawa

UK Importer: Amerang Ltd
1/200th (IM)

- 10701 . . . Boeing 747-400 'JAL New Marking' *
- 10703 . . . Boeing 777-200 'JAL New Marking' *



1/72nd (IM)

- 00612 . . . MU-2A 'Niigata Base 40th Anniversary Color' *

High Planes Models

1/48th (IM/WM/VF)

- 4806 . . . Hawk 76
- BAe Hawk 127 'Finland' *

Historic Plastic Models (HiPM)

1/48th (IM/EB)

- 48-003 . . . Petlyakov Pe-2 M82 +
- 48-013 . . . Focke Wulf Fw 56 Stösser *

Hobbycraft

UK Importer: Pocketbond Ltd
1/32nd (IM)

- 1693 Sopwith Camel F.1 'RFC' *
- 1694 Sopwith Camel 'Aces' *
- 1695 Fokker Dr.I Triplane *

Note: *2 - This is an all-new tooling
Special Note: The Goodyear F2G Super Corsair U.S Navy (#1431) and Goodyear F2G Super Corsair Racer (#1432) have been officially cancelled by Hobbycraft and should have not been included in our initial list.

Legato

1/72nd (R)

- 027 Letov S.328F *
- 044 Ca 100 Idro (float version) *
- 051 Caproni Ca.331 C.N. *
- 053 Monocoupe Universal L-7A *

LF Models

1/72nd (R)

- 7227 Letov S.328F *
- 7243 Caproni Ca.100 'Caproncini' *
- 7252 Caproni Ca.331 O.A. *
- 7253 Monocoupe/Universal L-7A *
- 7254 Wicco Warferry *
- 7255 Curtiss R2C-1 *



- 7256 Curtiss R2C-2 Floatplane *
- 1/48th (R/VF)**
- 4807 Verville-Sperry R-3 *

Maquette

UK Importer: Pocketbond Ltd
1/144th (IM)

- 4401 Beriev Be-200 Flying Boat *
- 4402 Tupolev Tu-160 *
- 4403 Yak-40 *

Monogram

(See Also Revell-Monogram)

UK Importer: Revell AG (UK Branch)
1/48th (IM)

- 5711 Boeing B-29A Superfortress *

Panda Models

UK Importer: The Hobby Company Ltd
1/144th (IM)

- 40009 . . . F-22 Raptor 'Test 01' *
- 40010 . . . F-22 Raptor 'Test 02' *



40011 ... F-22A 'Export' •
40015 ... F/A-18F Super Hornet •
40016 ... Grumman E-2C Hawkeye 'Atlantic' •
40017 ... Grumman E-2C Hawkeye 'Pacific' •
40018 ... Grumman E-2C Hawkeye 'International' •

40019 ... Grumman E-2 Hawkeye '2000' •

I/72nd (IM)

52005 ... F-45 UCAV •
52006 ... F-45 UCAV Reconnaissance •
52501 ... C-17A Globemaster •
52502 ... C-17K Globemaster 'RAF' •
52503 ... Tupolev Tu-22 Blinder •
52504 ... Tupolev Tu-22M Blinder •
52505 ... Tupolev Tu-160M Blackjack •

I/48th (IM)

48005 ... FC-1 (Chinese Fighter) •
48006 ... FC-1B (Chinese Fighter) •

I/35th (IM)

35001 ... CH-47A 'Vietnam' •
35002 ... AC-47A Gunship •
35003 ... Chinook C-1 'RAF' •
35004 ... Boeing MH-47 'AFSOC' •
35007 ... UH-1D 'NATO' •
35008 ... UH-1N 'US Navy' •
35009 ... UH-1N Gunship •
35010 ... HH-1N 'USMC' •
35011 ... UH-1N 'Marine One' •
35012 ... UH-1Y 'Super Huey' •
35013 ... Westland-Agusta EH-101 Merlin HAS.1 'Royal Navy' •
35014 ... Westland-Agusta EH-101 'NATO' •
35015 ... Lockheed Martin US-101 •
35016 ... RAH-66 Comanche •
35017 ... Eurocopter PAH-2 Tiger (German) •

35018 ... Eurocopter PAH-2 Tiger (French) •

I/32nd (IM)

32001 ... Chinese Fighter J-10 •
32002 ... Chinese Fighter J-10B •
32003 ... F/A-18C Hornet •
32004 ... F/A-18D Hornet •
32005 ... NA P-51D Mustang [Early] •
32006 ... NA P-51D Mustang •
32007 ... Republic P-47D-15 Thunderbolt •
32008 ... Republic P-47D-30 Thunderbolt •
32009 ... Boeing B-17F Flying Fortress •
32010 ... Boeing B-17G Flying Fortress •
32011 ... Grumman TBF-1 Avenger •
32012 ... Grumman TBM-1C Avenger •

PM Model

UK Importer: Pocketbond Ltd

I/72nd (IM)

222 ... IAI Neshar •
223 ... Messerschmitt Me 328VI/V2 •
224 ... Lippisch P.13A •

RCR Models

I/48th (R/WM/VF)

017 ... Fiat CR.25 •

Revell-Monogram

(See Also Monogram)

UK Distributor: Revell AG (UK Branch)

I/48th (IM)

5519 ... McDD F/A-18E Super Hornet †
5844 ... N.A. F-86D Sabre Dog * †

6875 ... Douglas TBD-1 Devastator (c/w Historical Book)*

Note: * † - Ex-Revell AG

Roden

UK Importer: Pocketbond Ltd

I/72nd (IM)

014 ... Felixstowe F.2 (early) •
027 ... Heinkel He 111E +
036 ... Airco D.H.9 •
040 ... Sopwith Camel F.I •
041 ... Junkers D.I •
044 ... Sopwith Camel 2F.I •
..... Felixstowe F.2 (late) •

I/48th (IM)

402 ... Sopwith 1 1/2 Strutter (Two-seat) • §
403 ... Nieuport 28 •
413 ... Grumman OV-1 Mohawk •

Russian Project

I/48th - (IM/R)

8001 ... Mil Mi-8MT 'Hip' •

RVHP

I/72nd (R)

7105 ... Naval Aircraft Factory N3N-1 •
7106 ... Naval Aircraft Factory N3N-3 •

I/48th (R)

4817 ... Grumman FF-1 •
4818 ... Grumman SF-1 •
4819 ... Grumman (CCF) G-23 'Goblin' •

4820 ... Grumman (CCF) G-23 'Delfin' •

R.V Resin

I/48th (R/EB/VF)

4806 ... Focke Wulf Fw 190V30/U1 •

Tamiya Inc

UK Importer: The Hobby Company Ltd

I/48th (IM)

..... Republic P-47D Bubble Top +
..... Boeing B-17G Flying Fortress •

Key

* = Reissue (with/without new decals)
+ = Revised or Converted Tooling
• = New Tooling
= Revised or Special Packaging of Existing Kits (inc Gift Packs)
@ = Another Manufacturer's Tooling
§ = Item Carried Forward from Last Year
† = Note
IM = Injection Moulded Plastic (Including Limited-run)
IP = Injection Moulded Polythene
N/S = No Scale
R = Resin
R/C = Radio-Controlled
EB = Etched Brass
GF = Glass Fibre
VF = Vac-formed Plastic
WM = White Metal (Including Pewter)

kopro

...now it's hobby time

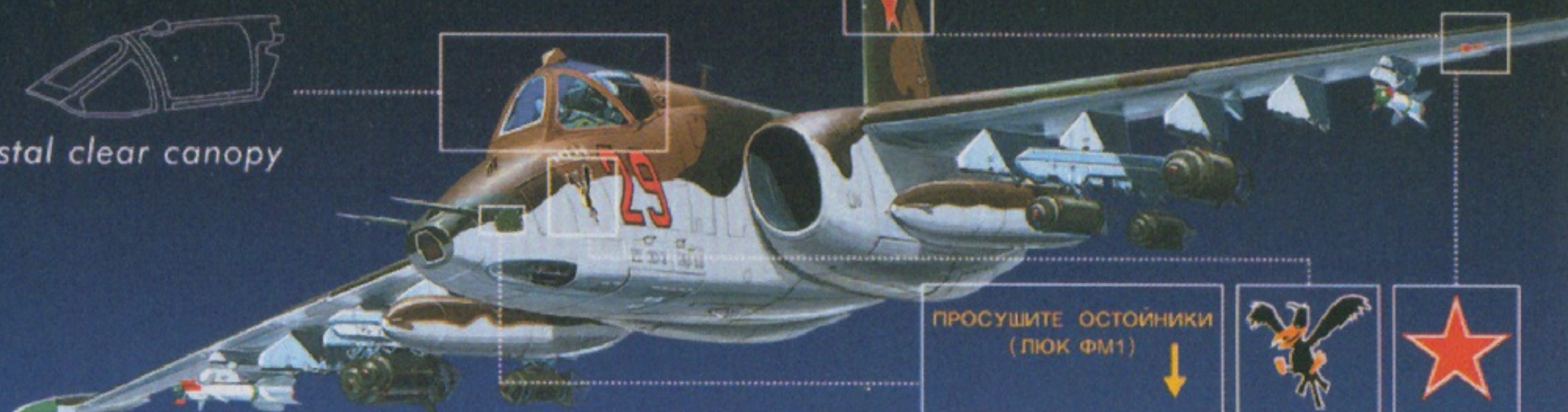
Distribution in UK

- www.hannants.co.uk
- Pocketbond Ltd.
PO BOX 80, Welwyn, Herts AL6 0ND
www.btinternet.com/~pocketbond/
- John Ayrey Die-Easts Limited
202 Market street, Shipley,
BD18 2 BY West Yorkshire, GB.
ayrey@msn.com

Model Kits Collection

2003

crystal clear canopy



3166 / Sukhoi Su-25 K Frogfoot A / 1:48

top quality decals 0.2mm letters and readable!



4137 B17 Yak-1B / 1:72



3173 Spitfire Mk.VII Spirit of Kent / 1:72



3179 Sukhoi Su-7 BMK / 1:78



3138 HMS HARVESTER Destroyer / 1:500

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



Fieseler Fi 156 Storch 'Afrika Korps' with Kübelwagen

Scale: 1/72nd
Kit No: 2212
Price: £5.99
Panel Lines: Recessed ✓
Status: Reissue/Combined Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 99 (Grey), Clear 12
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway.



Republic P-47D Thunderbolt 'Nose Art'

Scale: 1/48th
Kit No: 2211
Price: £13.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 230 (Grey), Clear 12
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway.



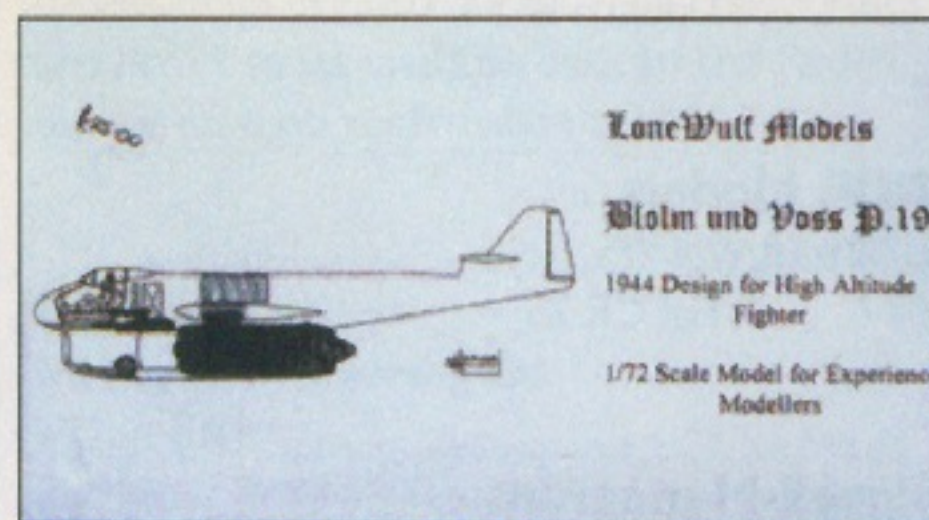
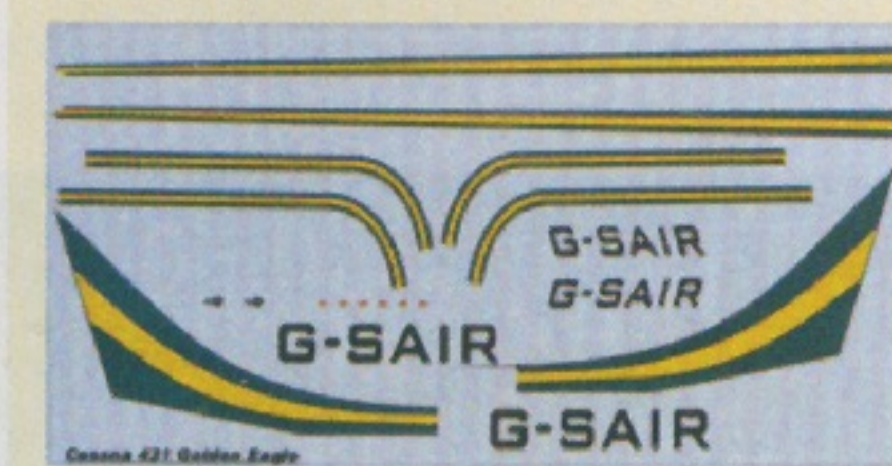
BAe Hawk 127

Scale: 1/48th
Kit No: 48004
Price: £TBA (Aus\$70.00)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal
Components: Plastic 40 (Blue), Metal 6, Resin 20, Clear 1
Decal Options: 9
Manufacturer: High Planes Models
UK Importer: Hannants and MR & ME



Cessna 421 Golden Eagle

Scale: 1/72nd
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 44, Clear 2
Also includes: Canopy Masks
Decal Options: 1
Manufacturer: Gremlin Models
Obtain in UK via: Hannants



Blohm & Voss P.198

Scale: 1/72nd
Kit No: LW011
Price: £25.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, White Metal & Vac-formed Clear Plastic
Components: Resin 18, Metal 5, Clear 1
Decal Options: N/A
Manufacturer: LoneWolf Models



Wright Flyer

Scale: 1/39th
Kit No: 85-5243
Price: £TBA
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 61 (Tan), Clear 2
Decal Options: N/A
Manufacturer: Revell-Monogram LLC
Note: This item may not be readily available outside of the USA.



Miles M.20/2

Scale: 1/72nd
Kit No: 7262
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 18, Etched 7, Clear 1
Decal Options: 1
Manufacturer: Kora Models
Sample Supplied by: Joe's Models
Obtain in UK via: Hannants



Cessna 406 Caravan

Scale: 1/72nd
Kit No: N/A
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 46, Clear 2
Also includes: Canopy Masks
Decal Options: 1
Manufacturer: Gremlin Models
Obtain in UK via: Hannants

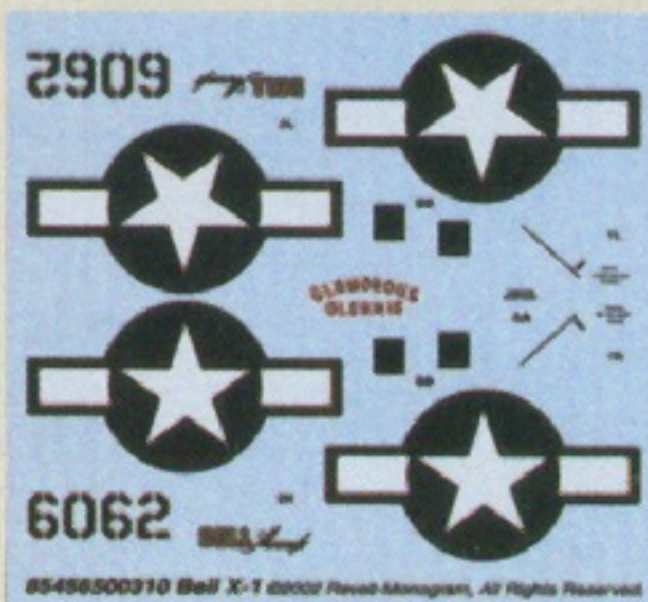


Revell Bell X-1 Pilot: Capt. Chuck Yeager



Bell X-1

Scale: 1/32nd Kit No: 85-4565
 Price: £TBA
 Panel Lines: Raised ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Components: Plastic 46 (Grey), Clear 1
 Decal Options: 1
 Manufacturer: Revell-Monogram LLC
 Note: This item may not be readily available outside of the USA.

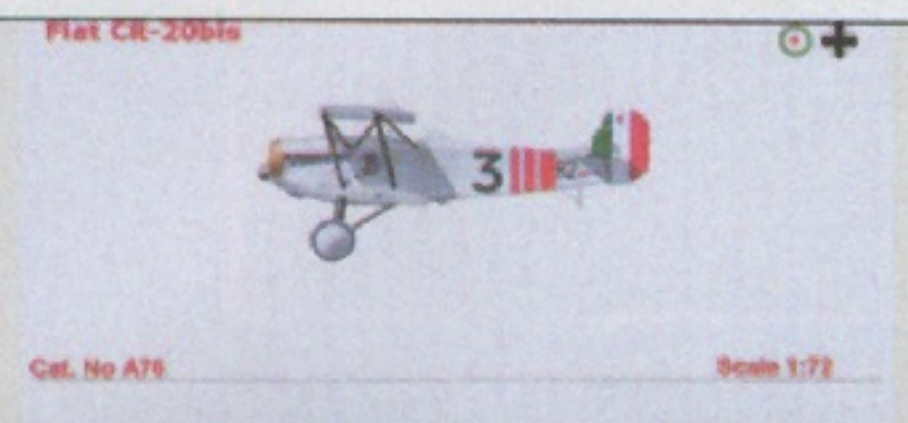
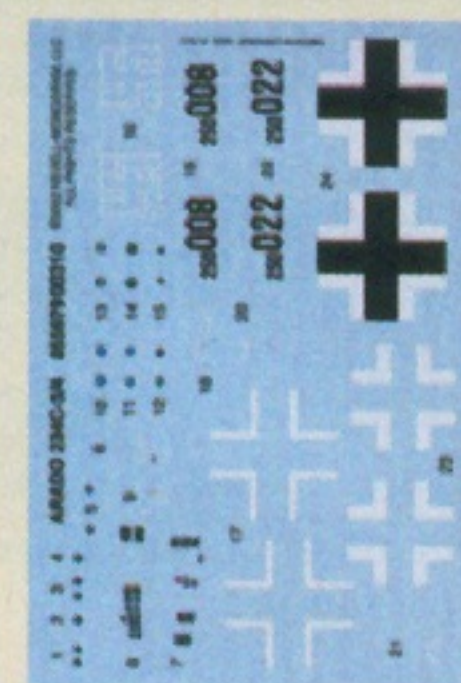


MONOGRAM Arado Ar234C-3/4



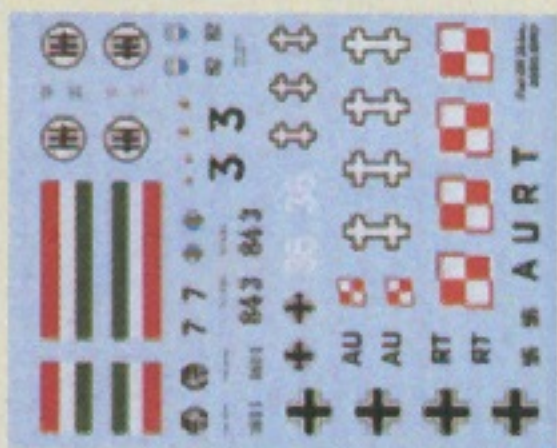
Arado Ar 234C-3/4

Scale: 1/48th Kit No: 85-5979
 Price: £TBA
 Origin: Revell AG/Hasegawa
 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Components: Plastic 160 (Grey), Clear 12
 Decal Options: 2
 Manufacturer: Revell-Monogram LLC
 Note: This item may not be readily available outside of the USA.



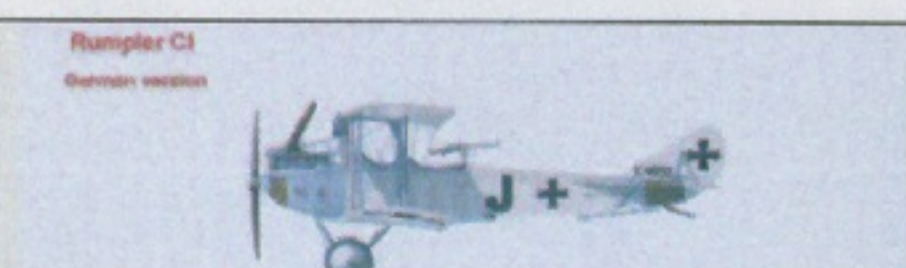
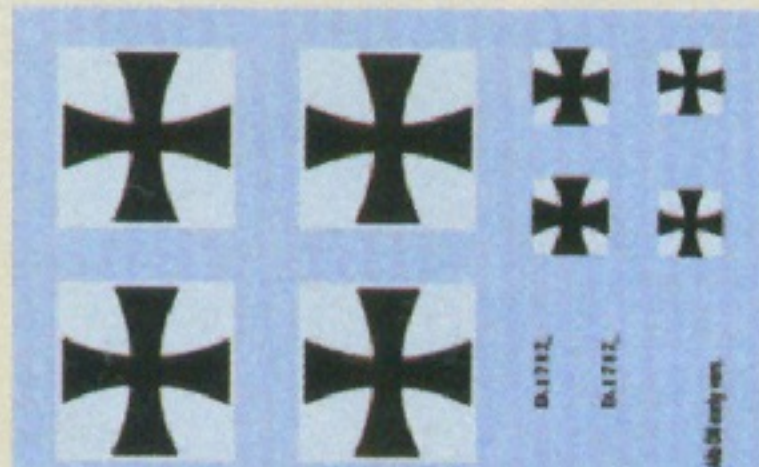
Fiat CR.20bis

Scale: 1/72nd Kit No: A76
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited Type: Resin
 Components: Resin 42
 Decal Options: 2
 Manufacturer: Choroszy-Modelbud
 Obtain in UK via: Contact Aeroclub for price and availability



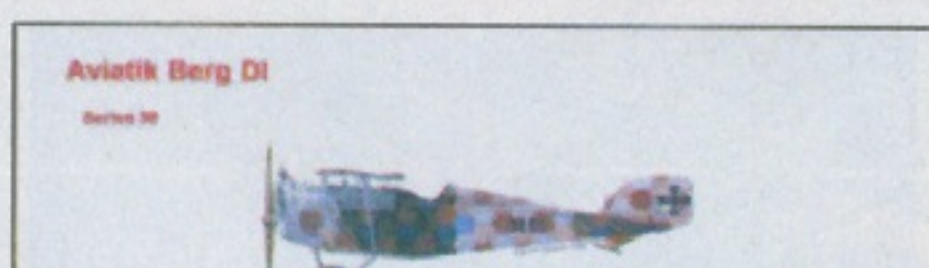
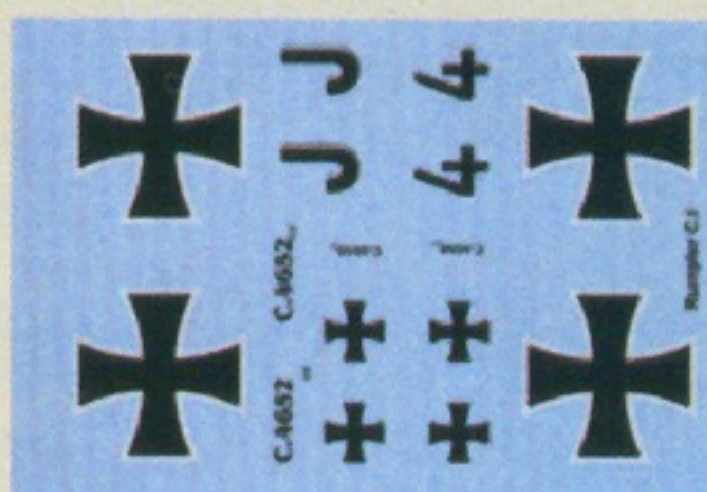
Albatros D.II [Early Version]

Scale: 1/72nd Kit No: A67
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited Type: Resin
 Components: Resin 37
 Decal Options: 1
 Manufacturer: Choroszy-Modelbud
 Obtain in UK via: Contact Aeroclub for price and availability



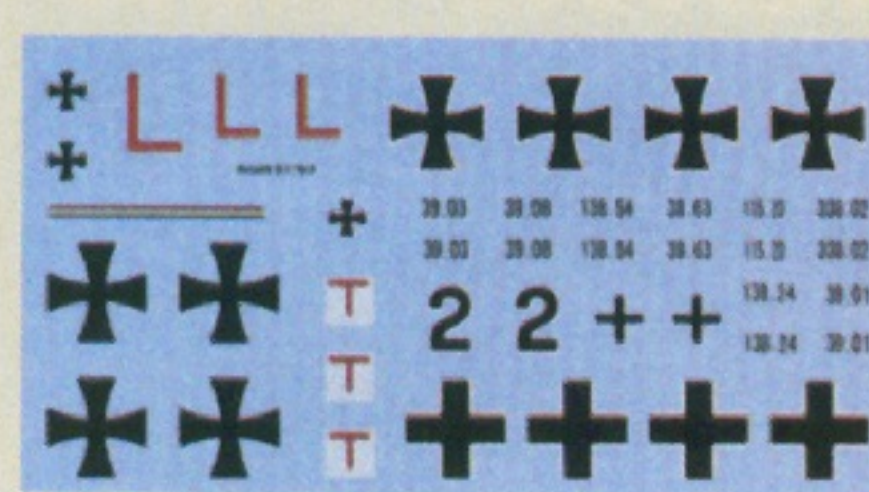
Rumpler C.I [German Version]

Scale: 1/72nd Kit No: A72
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited Type: Resin
 Components: Resin 46
 Decal Options: 1
 Manufacturer: Choroszy-Modelbud
 Obtain in UK via: Contact Aeroclub for price and availability



Aviatik Berg D.I Series 38

Scale: 1/72nd Kit No: A59
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited Type: Resin
 Components: Resin 42
 Decal Options: 2
 Manufacturer: Choroszy-Modelbud
 Obtain in UK via: Contact Aeroclub for price and availability

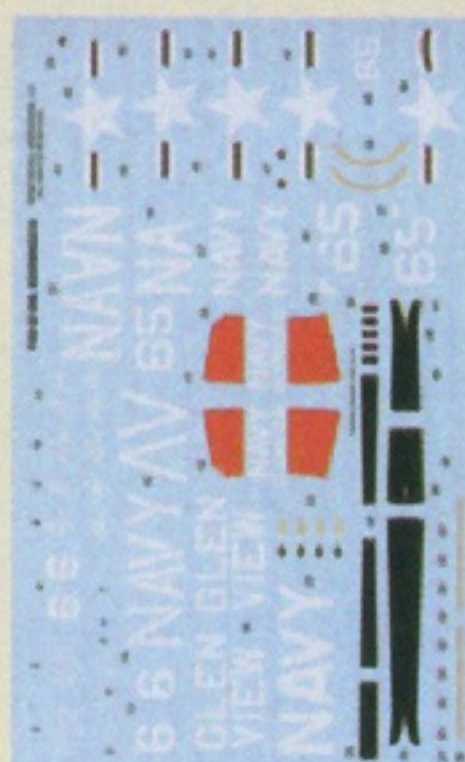


MONOGRAM F4U-5N Corsair

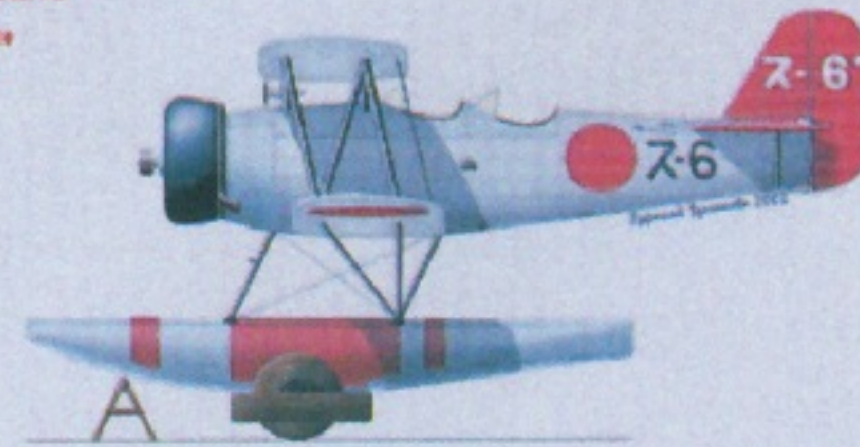


Chance-Vought F4U-5N Corsair

Scale: 1/48th Kit No: 85-5980
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: Reissue ✓
 Origin: Hasegawa (Japan)
 Type: Injection Moulded Plastic
 Components: Plastic 127 (Grey), Clear 2
 Also Includes: Four Poly Caps
 Decal Options: 2
 Manufacturer: Revell-Monogram LLC
 Note: This item may not be readily available outside of the USA.



WATANA BE NAVY TYPE 96 Reconnaissance Seaplane (E9W1) "SLIM"

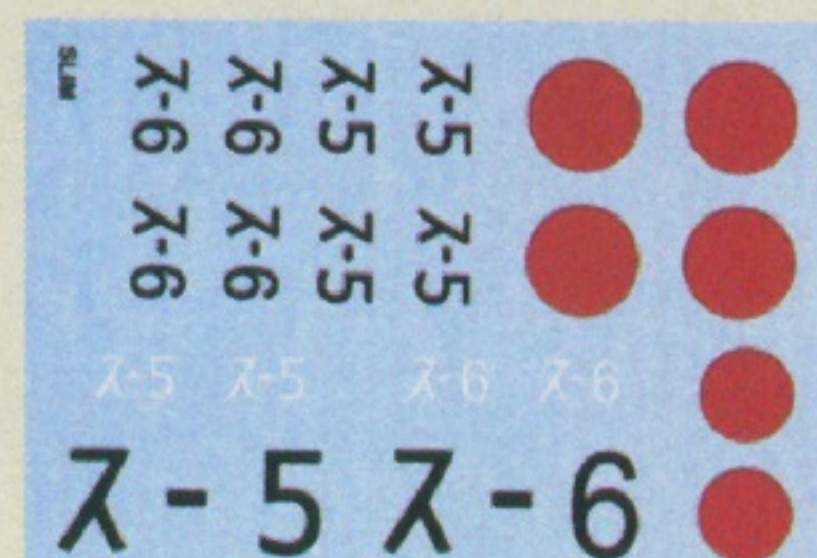


Cat. No A71

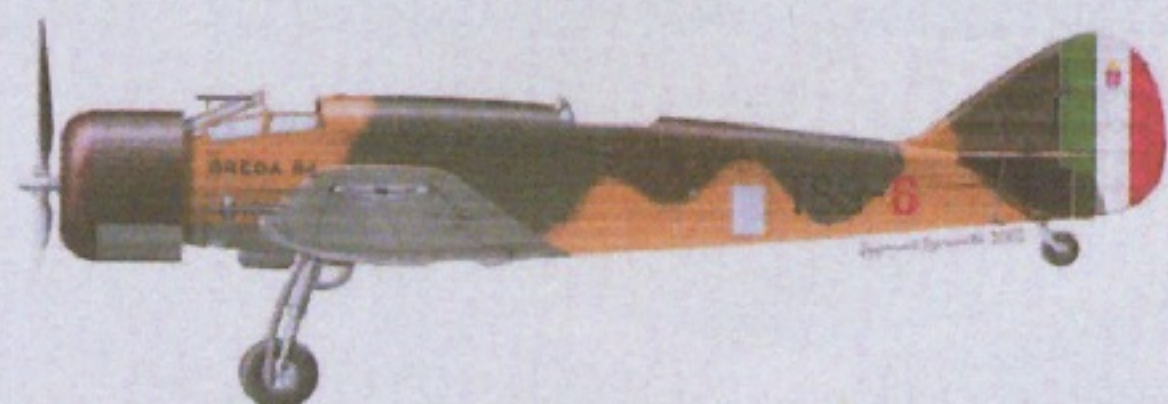
Scale 1:72

CHOROSZY Watanabe Navy Type 96 E9W1 'Slim'

Scale: 1/72nd Kit No: A71
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited Type: Resin
 Components: Resin 54
 Decal Options: 1
 Manufacturer: Choroszy-Modelbud
 Obtain in UK via: Contact Aeroclub for price and availability



Breda 64 Biposto



Cat. No A79

Scale 1:72

CHOROSZY

Top quality resin - moulded

Breda 64 Biposto

Scale: 1/72nd Kit No: A79

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

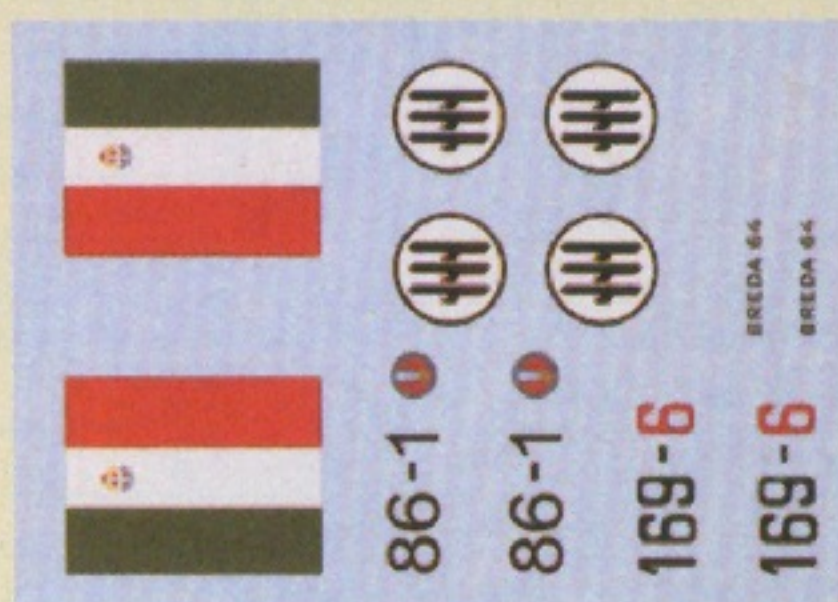
Production: Limited Type: Resin

Components: Resin 44

Decal Options: 2

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



LOHNER

Micki/Oeffag Type R1



Cat. No C12

Scale 1:72

CHOROSZY

Top quality resin - moulded

Lohner [Micki/Oeffag Type R1]

Scale: 1/72nd Kit No: C12

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

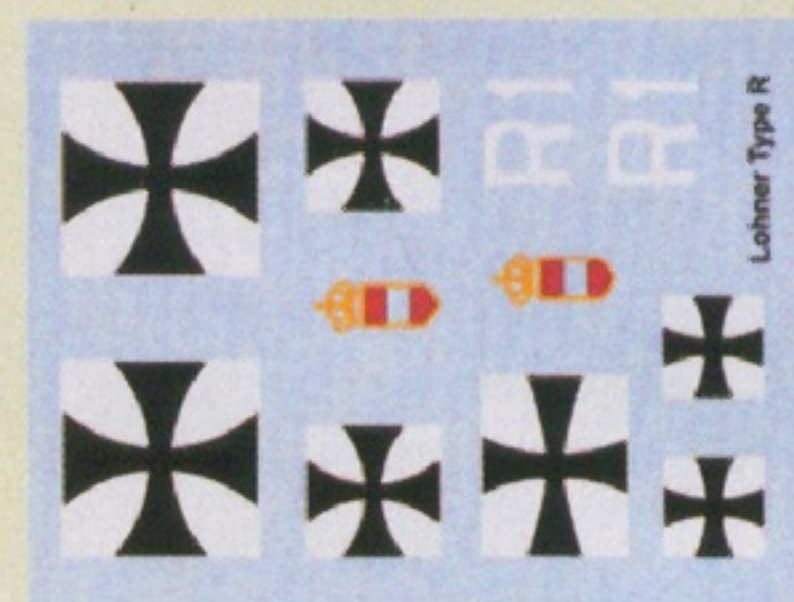
Production: Limited Type: Resin

Components: Resin 82

Decal Options: 1

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



HANSA BRANDENBURG CC

Phlyngboar



Cat. No A64

Scale 1:72

CHOROSZY

Top quality resin - moulded

Hansa-Brandenburg CC

Scale: 1/72nd Kit No: A64

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

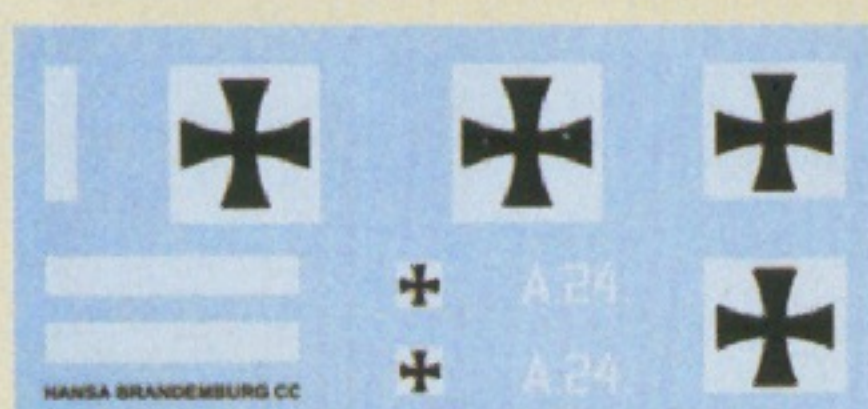
Production: Limited Type: Resin

Components: Resin 77

Decal Options: 1

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



Navy Yokoso I-go

Reconnaissance Seaplane



Cat. No A81

Scale 1:72

CHOROSZY

Top quality resin - moulded

Yokoso I-go

Scale: 1/72nd Kit No: A81

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

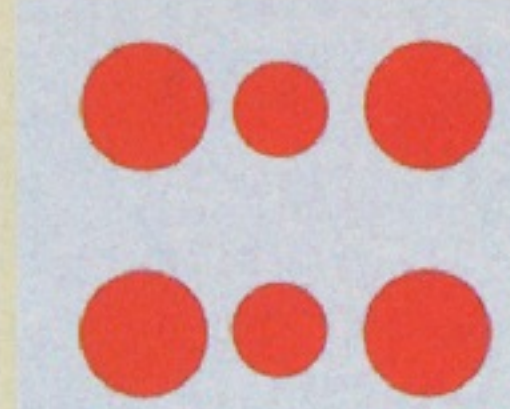
Production: Limited Type: Resin

Components: Resin 30

Decal Options: 1

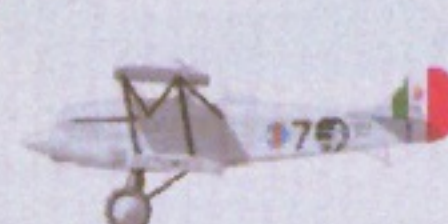
Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



Fiat CR-20 ASSO

ASSO



Cat. No A77

Scale 1:72

CHOROSZY

Top quality resin - moulded

Fiat CR.20 ASSO

Scale: 1/72nd Kit No: A77

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

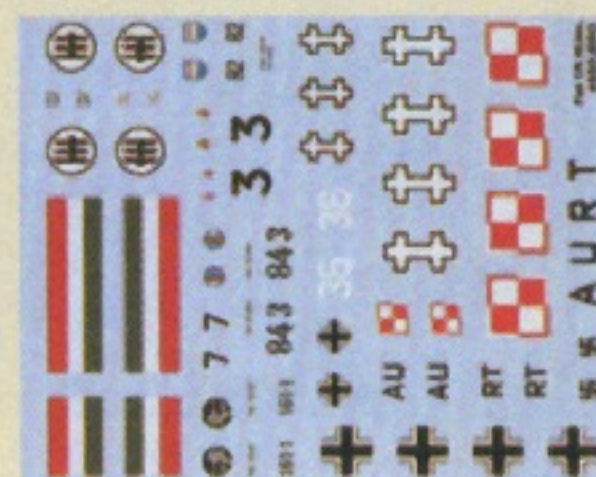
Production: Limited Type: Resin

Components: Resin 46

Decal Options: 1

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



Fiat CR-20

ASSO



Cat. No A75

Scale 1:72

CHOROSZY

Top quality resin - moulded

Fiat CR.20

Scale: 1/72nd Kit No: A75

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

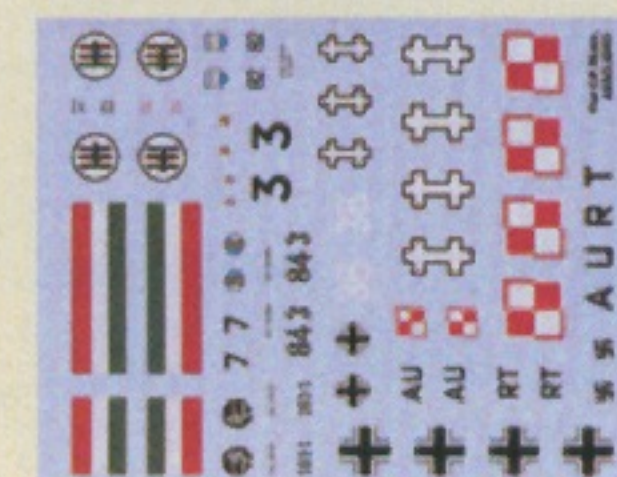
Production: Limited Type: Resin

Components: Resin 46

Decal Options: 1

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



Fiat CR-20 IDRO



Cat. No A78

Scale 1:72

CHOROSZY

Top quality resin - moulded

Fiat CR.20 IDRO

Scale: 1/72nd Kit No: A78

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

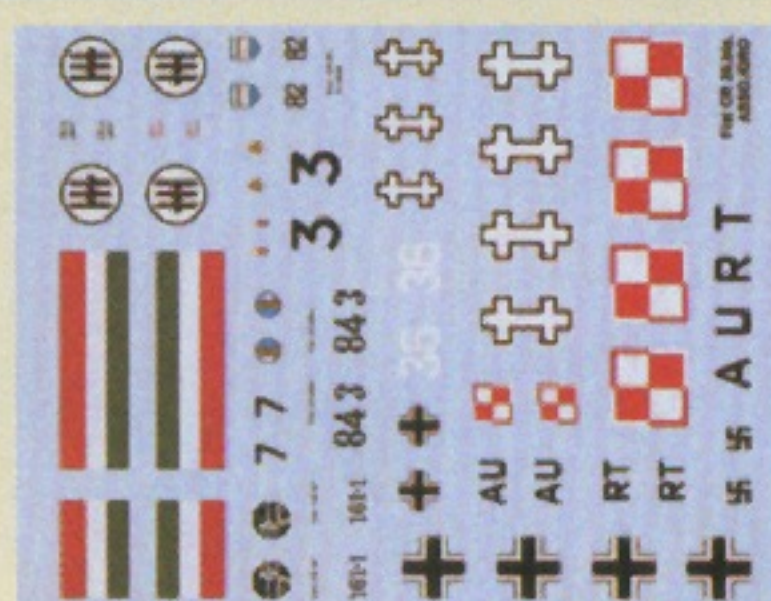
Production: Limited Type: Resin

Components: Resin 39

Decal Options: 1

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



Aviatik Berg DI

Series 338.53



Cat. No A73

Scale 1:72

CHOROSZY

Top quality resin - moulded

Aviatik Berg D.I Series 338.53

Scale: 1/72nd Kit No: A73

Price: £TBA

Panel Lines: Recessed ✓

Status: New Tooling ✓

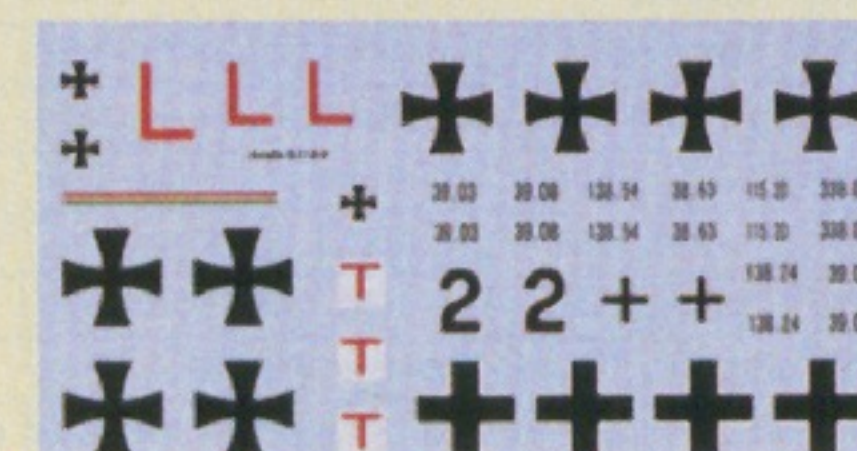
Production: Limited Type: Resin

Components: Resin 42

Decal Options: 2

Manufacturer: Choroszy-Modelbud

Obtain in UK via: Contact Aeroclub for price and availability



ACADEMY

HOBBY MODEL KITS

F/A-18C HORNET**1/32**

Academy's new 1/32nd scale F/A-18C Hornet is the culmination of a 4 year development programme in Korea, resulting in the finest model ever to emerge from the Academy factory. Comprising no less than 17 sprues, the model also includes metal undercarriage, pilot and ground support figures and panel detailing of the highest quality. Available from May in all good model and hobby outlets – place your order now!

TOYWAY

P.O. Box 55, Letchworth Garden City, Herts SG6 1SG

01462 672509

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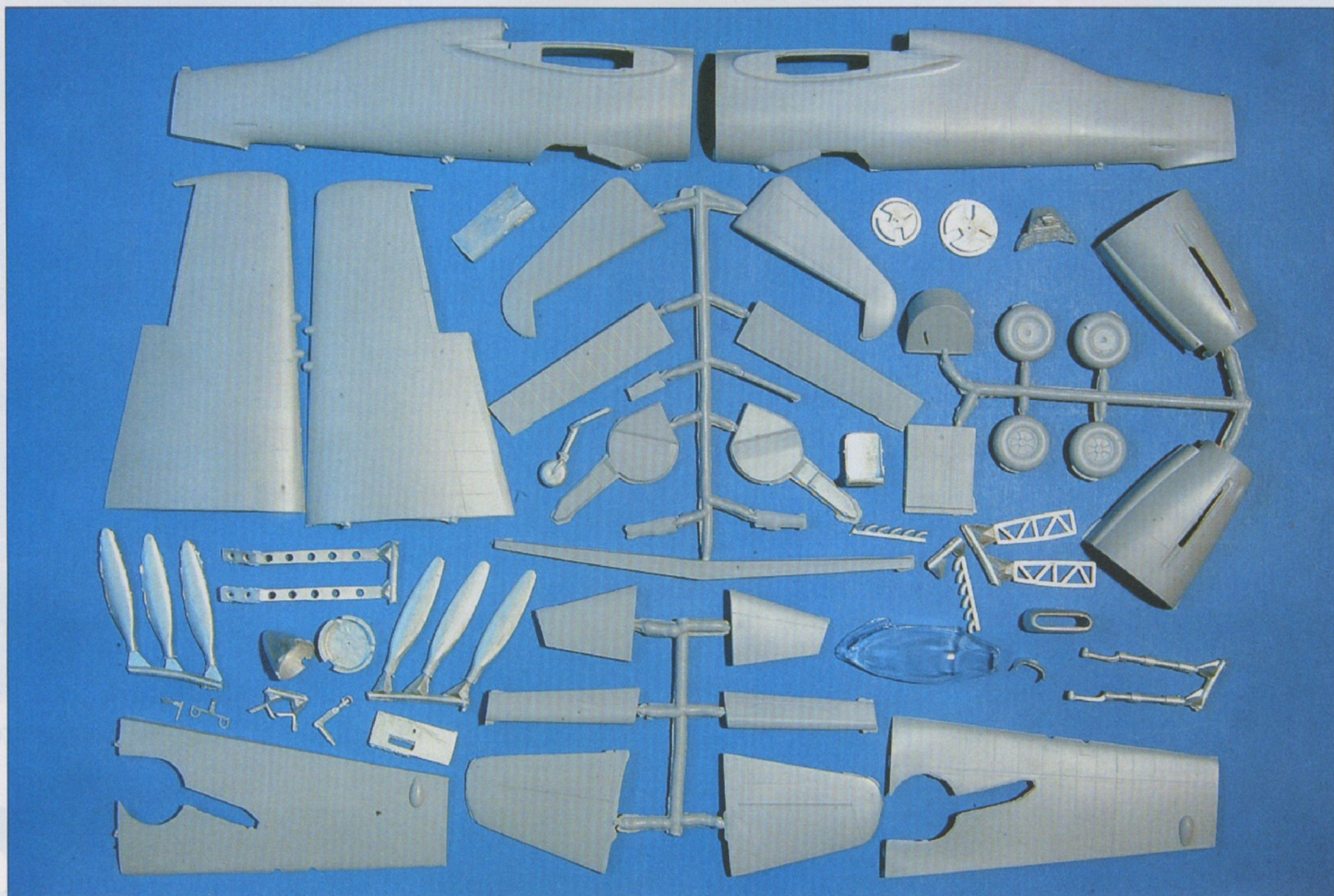
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Oh so beautiful!



Colour Options

The kit offers one colour option as follows:

- 1 Prototype airframe, R2496.

Conclusion

Of all the 'might have been' aircraft of WWII the MB.5 has to be the best looking and most purposeful. Unfortunately by the time it was ready for development and service the arrival of jets heralded its demise and just the one airframe was ever completed.

This new kit from Silver Cloud is very welcome. It is in their usual high quality limited-run plastic, with subtle recessed panel lines. The sprues are not



oversized, nor are the gates, and the level of flash present is not a problem. Detail wise the interior is fitted out with a nice all-metal tub and the instrument panel comes as a decal, which is a nice touch. The assembly of the airframe and wings looks straightforward and the latter feature a nice spar assembly.

Overall this is a lovely looking kit

and one I know is already selling like the proverbial hot cake! Get one while you can as this is one... I have to say it, sexy looking machine!

Our thanks to Silver Cloud (Pegasus/Blue Max) for the review sample.

Martin-Baker MB.5

Scale:	1/48th
Kit No:	4820
Price:	£27.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Limited-run Injection Moulded Plastic and Pewter
Components:	Plastic 31 (Grey), Pewter 30, Clear (Inj) 1
Decal Options:	1
Manufacturer:	Silver Cloud
UK Distributor:	Pegasus/Blue Max



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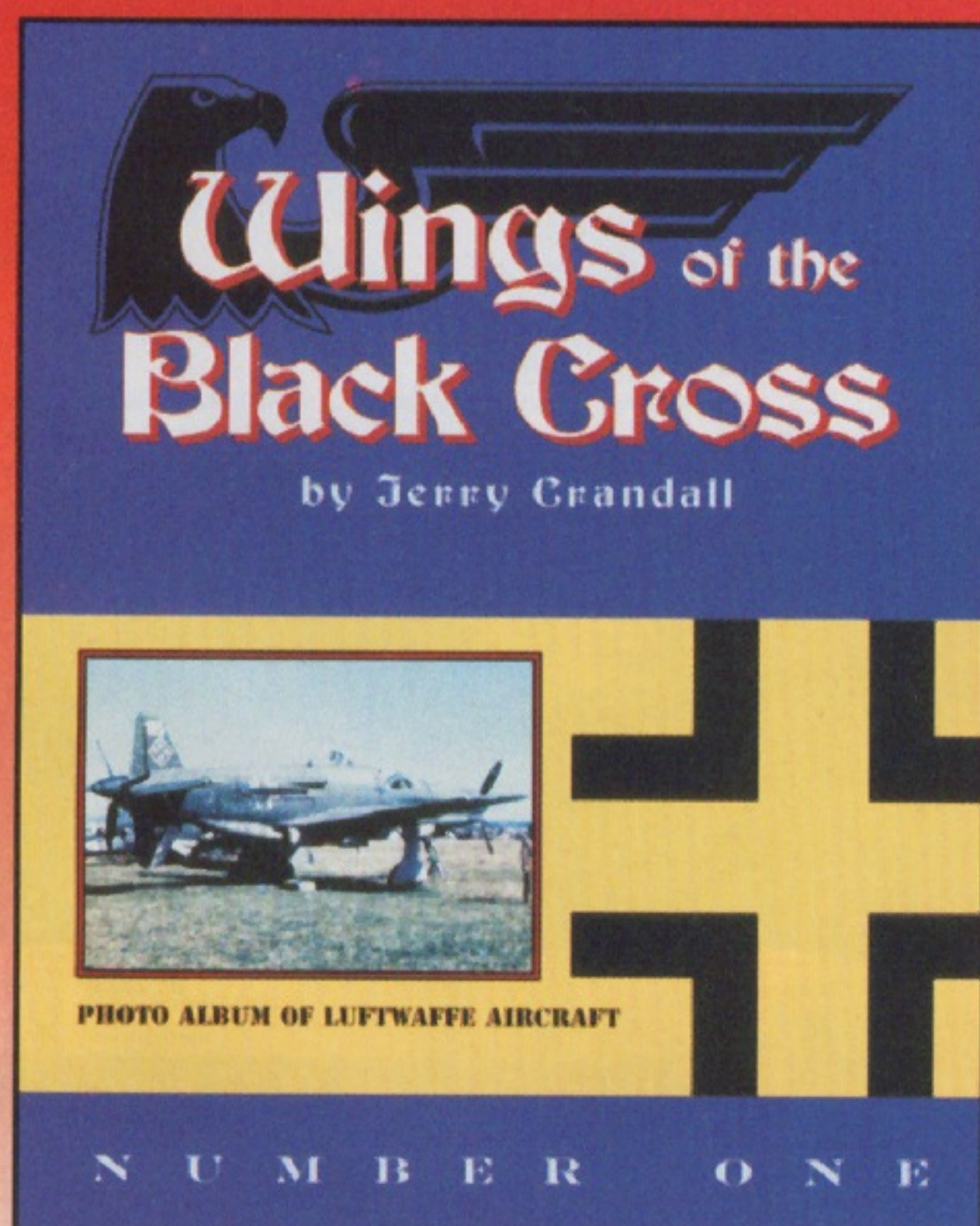
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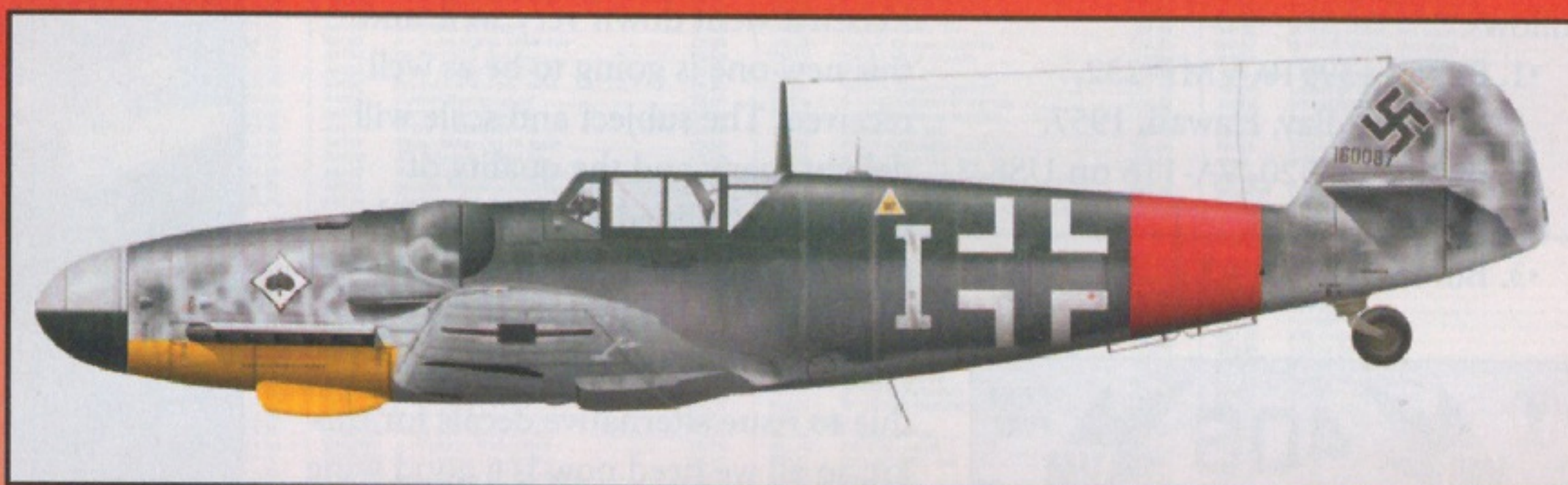
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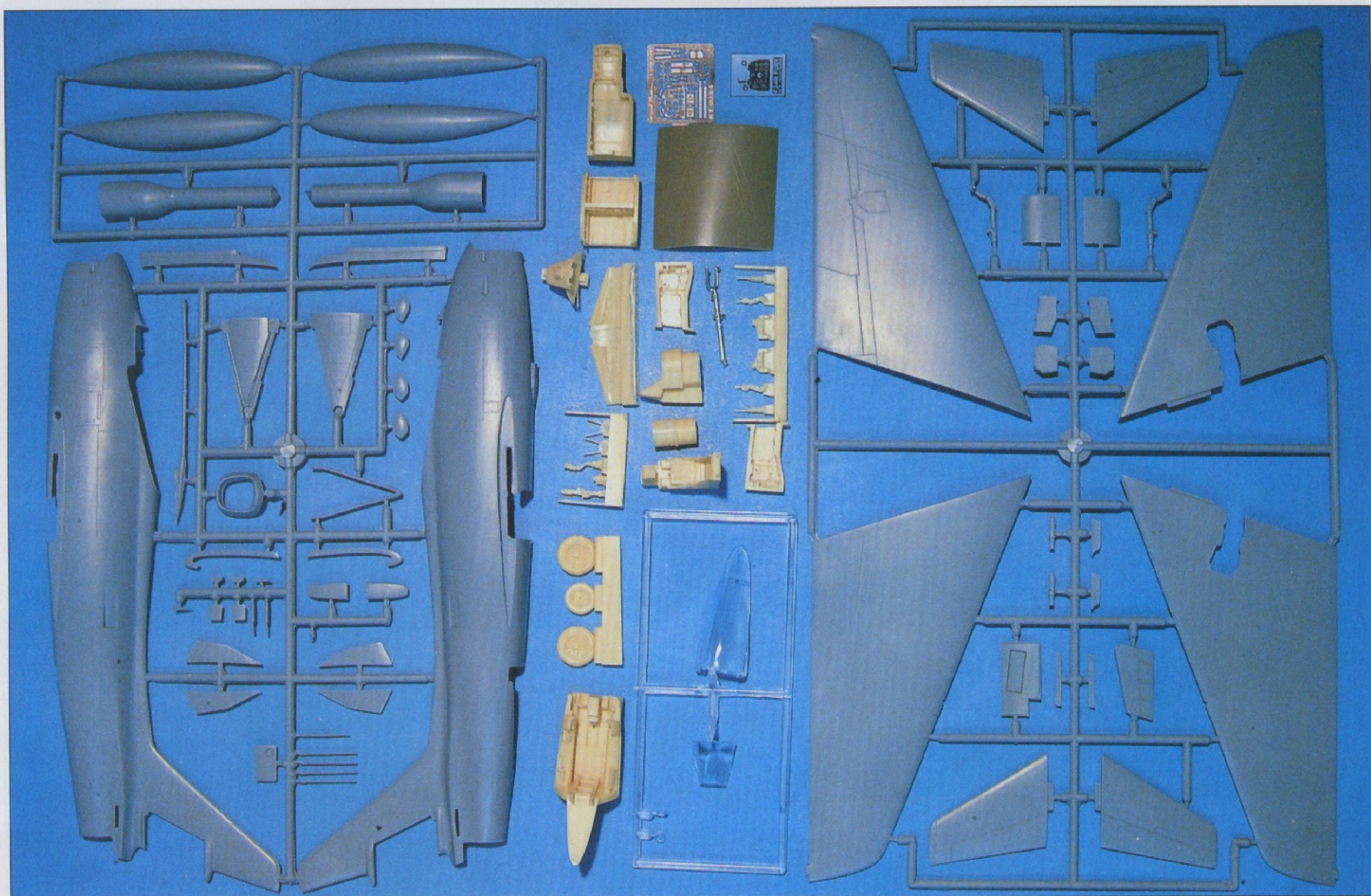
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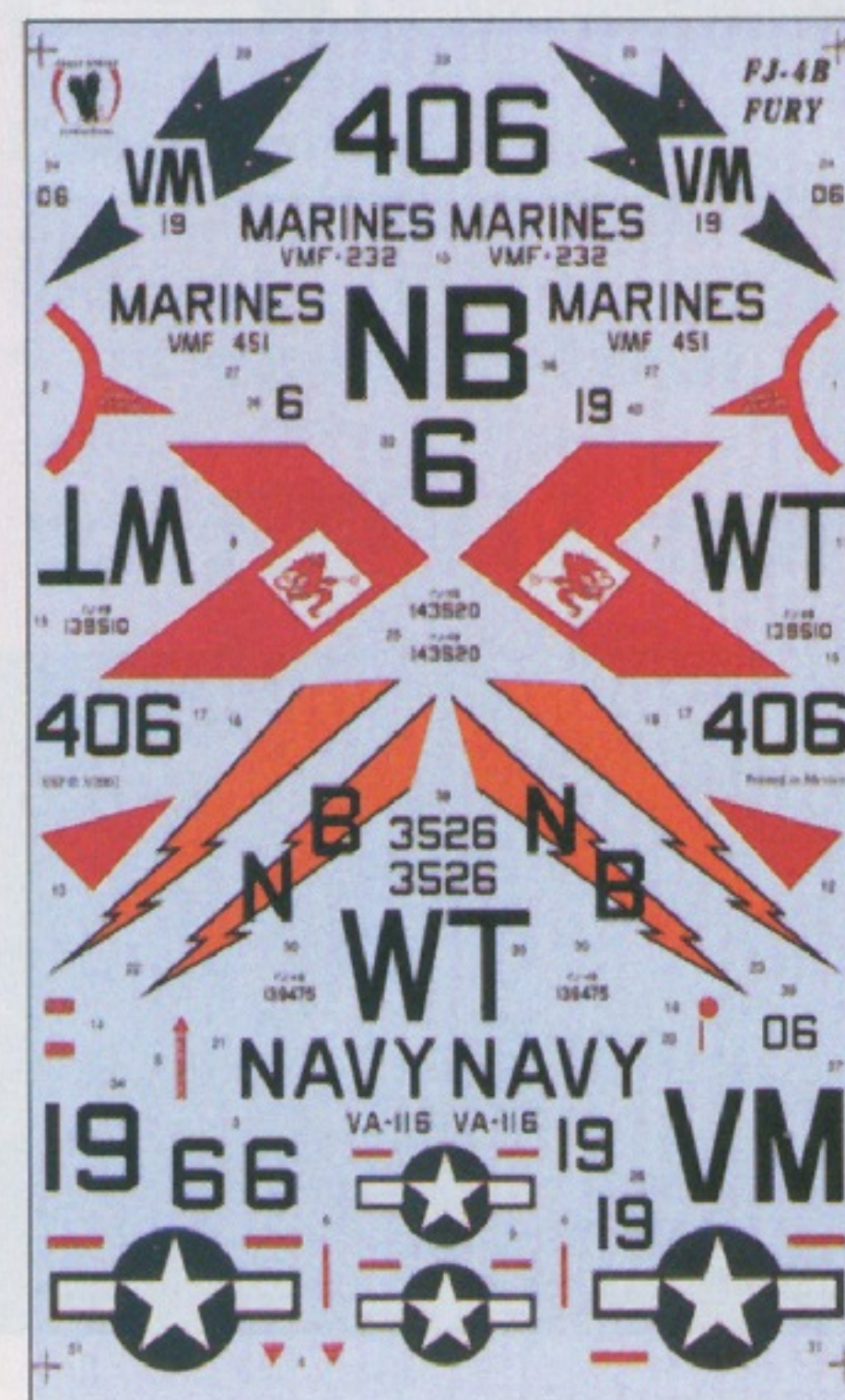


Naval Phoenix

Colour Options

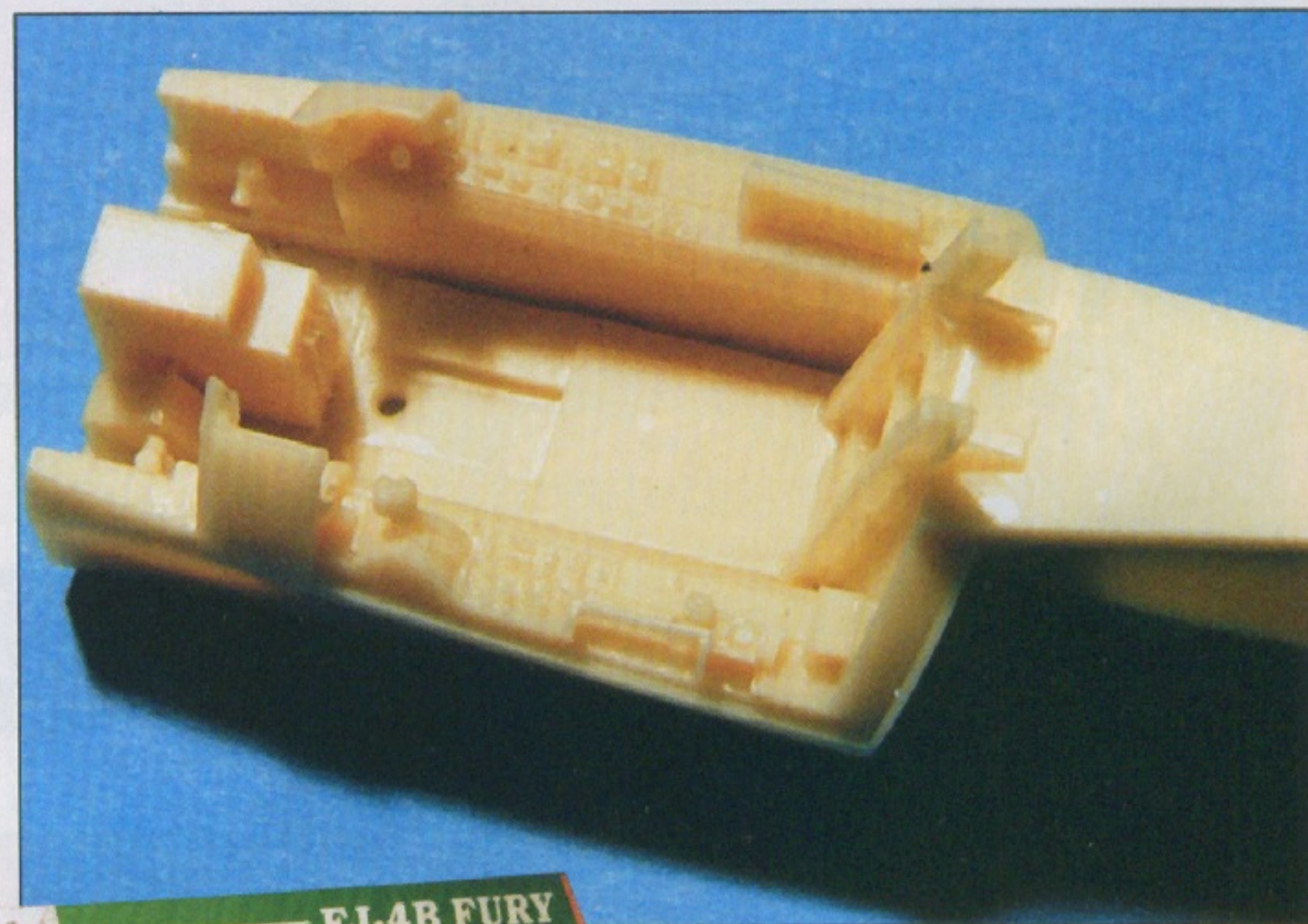
The kit offers three colour options as follows.

1. BuNo. 139510, VMF-232, Kaneohe Bay, Hawaii, 1957.
2. BuNo. 143520, VA-116 on USS Hancock, 1958.
3. BuNo. 139475, VMF-451, 1957.



Conclusion

The previous kits from Grand Phoenix went down very well, and this new one is going to be as well received. The subject and scale will delight many and the quality of moulding coupled with resin and etched detail parts by Aires make this into a very high quality product. AMD/Eagle Strike Productions are due to issue alternative decals for this kit, so all we need now is a good wing fold set and we are away.



North American FJ-4B Fury

Scale:	1/48th
Kit No:	KT003
Price:	£TBA
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Limited-run Injection Moulded Plastic, White Metal, Resin & Etched Brass
Components:	Plastic 66 (Dark Grey), Metal 1, Resin 26, Etched 22, Clear (Inj) 4
Also Includes:	Canopy Masks
Decal Options:	See Below
Manufacturer:	Grand Phoenix Model Products
UK Importer:	Hannants

Buy one while you can, as this is a limited production kit and once they are gone, they are gone!

Our thanks to Grand Phoenix Model Productions for the review sample.

eduard

Airco DH.2

1/72
7048



Airco DH.2

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1/72
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reviews



SZD-9bis Bocian 1E

Technical Data

Scale: 1/48th
Kit No: 48-009
Price: £16.45
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



The Kit

Ardpol kits now seem to be arriving in improved packaging with a full colour glossy lid to the box. Inside the quality of the resin parts leaps out at you. All the main pieces have very fine surface detailing where applicable and nice sharp trailing edges to all the flying surfaces. Interior detail is good but I feel there should be a bit more included as it seems a bit on the bare side. However, a beautiful etched set is included consisting of all the straps and belts for both seats and of course the instrument panel. The brass set is enclosed in a separate packet, as are all the main parts and two vacform canopies. I feel that the only downsides to the kit are the canopy parts as they lack a definite line to trim to. Also they appear a bit squashed and need to be spread out entailing dexterous handling and care when it comes to cutting out and fitting.

Instructions

The eight-page instruction booklet starts with a brief history of the Bocian and some technical details. The constructional diagrams are quite clear dealing with each stage up to the final painting and marking application. Painting guides are restricted to the main external colouring only. This is rather disappointing as there is no clue to what the interior colours should be! An area where Ardpol ought to improve the instructions as there are not a lot of references to Polish gliders and sailplanes, particularly to the cockpits, as I found out. The internet did reveal a little info with regard to the canopy opening

arrangement, only too late for me to incorporate this in the review model. It appears that the front portion, just about over half way, hinges to the right while the rear section slides back. Also, there appears to be a dividing transparent shield that is fixed to the hingeing section a bit like the Hawk T.1 for example. I did think about trying this on the model but because of the difficulty in spreading out the vac-form part I left it alone.

Construction

Assembling the kit is really quite easy and well within the abilities of many modellers of varying experience. As normal, the cockpit is assembled first. The finely cast parts fit very well and apart from the usual warning when handling resin, care is the watchword due to the fragile nature of resin, especially the joysticks. Joining the fuselage halves requires casting lugs to be removed and of course, accurate lining up before committing to superglue if that medium is being used. The wings are one-piece castings with separate ailerons that are very nicely made and can be positioned to suit. The same applies to the elevators and rudder. The subtle effects of the fabric-covered areas to the flying surfaces are really excellent! A top tip when handling the wings is to be very careful with the tips, as there are fine fairings that protrude past the trailing edges. This also applies to the fin tip. On the review kit one tip had

the fairing broken and I had to replace it with a piece of plastic trimmed to shape. Still with the wings, the join to the fuselage is by way of a tab and slot very much like injection-moulded kits. The join well replicates the detachable wings of the full size glider for when they are stowed in those specially designed glider trailers. Overall, the fit of the parts is very good.

I have already commented on the fitting of the transparency and its associated problem. The cutting out of the canopy does require great care and patience to get it right. I was somewhat lucky in that I managed to do it right first go after a bit of careful sanding and trimming. It is a pity that Ardpol have not managed to form the canopy well when the rest of the kit is an absolute gem.

Colour Options

There is really only one colour scheme for the Bocian (or 'Stork' in English) and that is overall white with red trim to the wing, tailplane, fin and nose tips. The kit instruction shows just one registration mark but from the decal sheet there are enough characters to produce any number of registrations. I opted to change one digit to finish the model as SP-2749. Oh, by the way, I sprayed the model first with a white undercoat and a couple of light topcoats of Glossy Appliance White, both by Halfords

Decals

The decal sheet is a Techmod

product so the quality is good considering that it is just a sheet of numbers and letters augmented by the red trim lines applied to the machine. Not a lot on the sheet but still worth...

Decal Rating = 9/10.

Accuracy

Apart from the lack of the dividing windscreen in the cockpit, the overall shape and dimensions of the model is pretty much spot on. The dimensions given convert to scale within a few microns.

Conclusion/recommendation

Gliders and sailplanes have not featured much at model shows or on kit manufacturers' listings and so deserve more of an airing. I have only made one other 1/48th glider from Ardpol and found that most of the comments made here apply to that kit as well. In general, it is a kit that is most heartily recommended to all modellers even if this type of aviation has limited appeal. For me, I enjoyed building this kit and look forward to making more and have already scoured a certain UK giant's kit catalogue listing to see what other gliders are available as it has rekindled my interest and experiences of gliding with the A.T.C. some thirty years ago.

Many thanks to Ardpol for the review sample.

Paul Janicki





Eurofighter EF-2000 'Typhoon'

Technical Data

Scale: 1/48th
Kit No: 2610
Price: £8.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 70 (Grey), 2 Clear
Decal Options: 3
Manufacturer: Italeri Spa
UK Importer: The Hobby Company Ltd

The Kit

This kit comes packed in a box with a lid, although it is a bit squashy, and consists of three sprues of light grey parts with rather coarse engraved panel lines and details, and a set of nice clear parts. The decal sheet and instruction booklet complete the package. The grey plastic used is rather soft and this could be the reason why the surface detail is not very crisp.

Instructions

The A4 fold-out sheet is in Italeri's usual style. It gives a brief multi-lingual type history, parts plan, eight-stage assembly diagrams and colour and decal placement diagrams for each of the options offered on the decal sheet. References to Model Master paints are used throughout; FS numbers are given so you will be able to convert the colours to your own favourite brand of paints.

Construction

As ever assembly begins with the cockpit area which in this case is rather large and will be very easily visible under the large canopy. I must say that Italeri's attempt at this is rather poor; decals for instrument panels and side consoles are not sufficient for a kit of this size and as for the ejector seat, it bears very little resemblance to the real thing. I used

the kit item for the review sample but if I made another I would use an Airwaves resin seat and scratchbuild the cockpit instruments, a task made easier as my son has a poster on his bedroom wall of the cockpit area of this aircraft that was given out by BAe at one of the air shows, so Italeri could have done better.

That is the big complaint out of the way, so moving on, the large fuselage sides tended to flex so I braced the top joint with some strips of plastic card and used a spacer to spread the fuselage in the wing root area to try and close the large gaps between the fuselage and the wings to cut down on the amount of filler I used. The one-piece lower section is a good idea as it cuts down on the number of long joints that would otherwise need attention.

The complex engine intake area needs careful assembly as it incorporates the nosewheel bay so you have to make sure everything here is square and level otherwise the nosewheel leg will not be straight. Quite a lot of filler was used to smooth the intake assembly into the fuselage and lower wing but this area needs to look right and capture the complex curves.

The large spine-mounted air brake is a poor fit as is the refuelling probe door but the option is there to have these items open if you can't face making them fit in the closed position.

The rest of the construction is quite straightforward with no real problems but I did find that the cross section of the radome did not match that of the fuselage, so a bit of reshaping was required here. Also do not forget to add the necessary weight here as indicated by the instructions.

A nice selection of missiles and fuel tanks is included to enable a fully loaded model to be produced. The large cockpit canopy is well made and very clear and just needs careful painting.

Accuracy

Italeri have captured the overall outline of the real thing quite well. Some of the smaller details appear a bit inaccurate but looking at several photographs the sizes and shapes of the bulges and lumps on the real thing seem to vary from plane to plane. The Encyclopaedia of World Military Aircraft gives a length of 14.5 metres and a wing span of 10.5 metres. The model measures 300mm long and 230mm in wingspan which equates to 14.4 metres and 11 metres respectively. So it is a little off but it depends on how you measure it so I will leave it to the rivet counters to worry about this as it looks alright to me.

Colour Options

Colour options for three prototype aircraft are given, all in various

shades of grey of the RAF, Luftwaffe and Italian Air Force, but of course the British aircraft ZH588 is now painted in overall matt black which gives a fourth option. This is the one I chose using Humbrol matt black overall, nice and simple, just the way I like it!

Decals

The decal sheet is up to Italeri's high standard, well printed and easy to use presenting no problems at all. If I had to comment I would have liked them to have had a bit more adhesion.

Decal Rating = 9/10.

Conclusion/recommendation

A nice large kit at a nice price, under £10, that is reasonably easy to make. Until a better kit of this important aircraft comes along in this scale I can thoroughly recommend it to all.

My thanks to the Hobby Company Ltd for the review sample.

Michael Cook



Yak-38

Technical Data

Scale: 1/72nd
Kit No: 7257
Price: £11.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-Run Injection Moulded Plastic
Parts: Plastic 116 (Light Blue), Clear 1
Decal Options: 3
Manufacturer: A-Model
Worldwide Distribution: IBG
UK Distributor: Pocketbond Ltd



The Kit

Once again A-Model have come up with an interesting modern Russian

aircraft model. The presentation style is what we have come to expect from this manufacturer: the squashy box, chunky parts, large awkward sprue attachment points and misaligned location holes and pins. But the excellent fine engraved panel lines and details counter all this. The instruction booklet and decal sheet completes the package. The clear canopy is a bit cloudy but polishes up easily. A small tow bar for the nosewheel is also included, which is a nice touch.

Instructions

The eight-page instruction booklet gives a brief type history and technical round up in English and Russian. Nine-stage assembly diagrams and paint and decal placement diagrams for the three

options given on the decal sheet complete the booklet. Humbrol paint references are given throughout.

Construction

I started as ever with the cockpit, not too bad but always room for improvement. Moving on I deviated from the instructions and added the separate nose halves to the appropriate fuselage half to end up with two complete halves, which joined together much easier than trying to join a separate completed nose assembly to a completed fuselage, which I thought might result in an ugly step between the sections. A couple of problems arise during construction: the large air intakes have an internal dividing plate that needs to be reduced considerably in size to fit, and the directional exhaust

nozzles under the fuselage have no internal detail so you can see straight through. These certainly need to be blocked off. Take your time and refine the fit of the parts as much as possible. Even so all of the main joints need filler to hide the seams.

The option is given to have the large air intake on the aircraft's spine open or closed. I left mine open to give the finished model a bit more character. A full complement of under wing stores is provided to give that fully loaded look.

With construction completed it was time to choose which one of the attractive colour schemes to use. I chose the silver one with the green 'tiger' stripes - quite eye-catching I think, but either of the other two schemes would look just as nice. I used Halfords aluminium spray paint

with Humbrol green number 88 for the stripes. I painted the tow bar red as no colour reference is given for it in the instructions.

Accuracy

The finished model is 227mm long and 97.5mm in wing span which scales up to 16.34m and 7.02m which compares favourably with the 16.37m and 7.022m quoted for these dimensions in the technical data on the instruction sheet.

Colour Options

The three colour options given are as follows:

- Yak 38 Yellow 70 USSR Navy Fleet 80th anniversary in multi-tone grey camouflage.
- Yak 38 Yellow 07 USSR Navy from the cruiser Leningrad,

Mediterranean Sea 1986 Silver overall with green 'tiger stripes'.

- Yak 38 White 55 Afghanistan Operation 'Romb' 1980 in multi-colour greens and browns.

All very interesting and colourful finishes.

Decals

The small decal sheet is not quite up to A-Model's usual standard being very matt and quite thick and brittle, the colour density was also poor. The decals worked well enough over a coat of gloss varnish though.

Decal Rating = 7/10.

Conclusion/recommendation

Once again A-model have come up with an interesting Russian aircraft with some attractive colourful finishes. This is not a kit for the

beginner, but for those interested in Russian aircraft or looking for a challenging model to make, I can highly recommend this kit.

All A-Model kits are distributed

worldwide by IBG, and in the UK by Pocketbond Ltd.

Michael Cook



Koolhoven FK-58

Technical Data

Scale: 1/72nd
Kit No: MS-79
Price: £13.25
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Vac-formed Clear Plastic
Parts: Plastic 40 Vac-form 2
Decal Options: 1
Manufacturer: Broplan
Obtain in UK via: Aeroclub



The Kit

The kit comes packed in a compact flat white card box, with a colour photocopied drawing of the subject aircraft pasted onto the front. This is a limited-run injection moulded kit that on first inspection reminds me of a late Frog or Matchbox kit.

Inside the box you get two light grey sprues with just thirty-five parts, a small, very thin, vac-formed sheet with two identical canopies and nice decal sheet. The quality of the injected parts is quite good, although flash is apparent on all parts, and some smaller mouldings would be easier to make from scratch than carving them off the sprues.

This is a very simple kit; surface detail with exception of moving surfaces is all lightly raised, giving the kit a dated appearance. The cockpit features very good sidewall structural details, but one of the poorer mouldings is the Gnome radial engine, however once painted and inserted in the two-piece engine cowling it does not look too bad.

Instructions

An A4 double-sided photocopy makes up the instructions. The front

side gives basic specifications, Humbrol paint guide and an excellent four-view drawing to aid painting and decal placement. On the reverse side you get four construction stages, a cross section showing internal placement for cockpit fittings and a plan view of the two sprues numbering all the parts.

Construction

The first stage is to build up the cockpit, consisting of four parts inside the vertically split fuselage halves. At this stage you are prompted to add the three-piece engine and cowling, however I opted to do this at the end of construction to aid handling.

Next you add the wing assembly, consisting of three parts with a boxed-in wheel bay included (but devoid of detail) and swiftly move onto the tail assembly and support struts before adding final details such as the undercarriage, engine exhausts and propeller. This all seems quite straightforward, but took me longer than anticipated due to the flash and general thickness of parts encountered along the way (the propeller blades, and undercarriage legs had to be reduced in size by almost half). One minor irritation was the lack of a tailwheel (#32), which for some reason appeared on the sprue diagram but not in the review sample, the same also applied to the control column (part five). Both missing (presumably short formed) parts were easily substituted from the spares box..

Accuracy

When I received this kit in the post, I was initially unable to find any references on the subject, but a quick internet search revealed a potted history and a couple of black and

white photos (conveniently of the airframe covered on the decal sheet, looking somewhat derelict). Based on these and the dimensions given on the instructions, I would say the kit looks the part.

Colour Options

A single colour option is provided, for an aircraft of 2 Escadrille de Koolhoven de Salon based at Clermont in June 1940.

Decals

The decals are very good, printed thinly with perfect register, with some very fine stencilling also included.

Decal Rating = 9/10.

Conclusion/recommendation

This is a short review, but what do

you expect, it's a very simple kit! There really isn't much to say about it, the subject matter is fairly obscure being built in very small numbers. Construction is straightforward and only minimal filler was needed around the upper and lower wing joints; the only other area that caused problems was trimming the vac-formed canopy, which appears to be too short for the cockpit aperture, but if you trim very carefully you can get a pretty good fit.

I would therefore recommend it to anyone with an interest in lesser-known types.

My thanks to Broplan for supplying the review sample.

Colin Strachan





Northrop F-5A Freedom

Technical Data

Scale: 1/72nd
Kit No: 1231
Price: £4.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 88 (Grey), Clear 3
Decal Options: 4
Manufacturer: Italeri SpA.
UK Importer: The Hobby Company Ltd



The Kit

Not only is this my first review for SAMI, it is also the first Italeri kit I have seen up close. Therefore, my first impressions are really just that! These impressions were also very good, a vast improvement on the Matchbox and Airfix F-5 duo I built some 25 years ago. So far have things moved on in the time that I have been away from the hobby that even a reissue seems light years ahead of the standards that I remember.

The kit comes in the 'industry standard' end-opening box favoured by many kit manufacturers these days. It does however have some very high quality artwork, especially the colour plans on the base. As a result, I was already struggling as to which of the four model options to build. The kit covers F, NF, CF and RF versions, with alternative parts and a decal option for each version.

The parts are fine and crisp with very little flash and are contained on five sprues. I especially liked the two types of in-flight refuelling probes supplied. The parts are very well detailed and the weapons fit is very comprehensive, I doubt that even the most serious F-5 enthusiast will need any after-market items here. All panel lines are recessed. A nice touch is that the canopy comes in its own bag in order to prevent scratches, a sign of a company that knows what it is doing.

Instructions

The instructions are comprehensive, in seven languages and cover a full ten sides of A5. All colour references are in Model Master. I prefer Lifecolour and Humbrol, but conversion is always straightforward. The assembly sequence is clearly laid out and I especially liked the diagrams to

Fighter

show the angle of tailplanes and undercarriage door positions, a nice touch. There are, however, a couple of faults in the in the instructions. There is no mention of the need to open out the holes in part 5B (rear fuselage floor) in order to accept parts later in construction, and the positions of decals 9c and 10c are shown on the Canadian version instead of the Spanish one. Also there is no mention of the need to add nose weighting; maybe it is not needed, but I was going to use some anyway. Nobody wants to risk a 'tail sitter'!

Construction

Construction comes in three distinct modular phases of cockpit and front fuselage, airframe and finally, weapons fit. For the simple reason that I wanted to get started, I built up the airframe first. This went together very well indeed and an hour later it was finished. The alternative parts required for each version are clearly identified and you aren't left guessing, as is often the case with some kits.

Once the airframe was completed, attention was turned to the cockpit and nose section. The interior consists of tub, ejector seat, control column and instrument panel. Three decals are supplied for the instrumentation on the side consoles and panel. These actually looked very good in place, a pleasant surprise as I generally find decal instrumentation a little false in appearance, and I prefer moulded detail in these situations. The harness for the ejector seat is also a decal, however here, had I not been bound by the 'out of the box' rule, I would have used an alternative. Once assembled, a quick wash with thinned Humbrol 33 (matt black) to lift the detail on the seat and tub, then the two nose halves were joined together. This was the only point at which the filler came out, as the fit of these two parts was not to the same excellent standard as the rest of the kit. The complete nose section was joined to the airframe, having firstly stuck an M6 nut in the gap with Blu-Tack to prevent the finished model sitting unevenly on its tricycle undercarriage.

The fitting of the nose was a little tricky, the engine intakes needing a little encouragement to fit to the wing root. Of course this would not have been a problem if I had fitted the nose before the wings as suggested in the instructions! Why is it that we modellers think we know better than the manufacturers? Will we ever learn?

As I had finally chosen the Canadian version I fitted the appropriate in flight refuelling probe. I then proceeded to use Humbrol grey primer as a base for the colour scheme. With 1/72nd I tend to leave the canopy until later, especially as the kit



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provides the canopy in two pieces to enable it to be modelled open, without the usual hassle of cutting the original into two. The remaining parts, the undercarriage and weapons were left off, until after the colour scheme had been applied.

Once the painting was completed, the undercarriage was fitted into place, as was the canopy, in the open position. When it came to the weapons fit, I adopted the normal 'most is best' rule and filled every pylon. I don't know if this was correct for a Canadian CF-5A, but it looks great and I don't care! It was at this point I hit the only fault that I found with the whole kit. The drop tank for the central pylon is too long to fit between the front undercarriage strut and the doors of the rear undercarriage. This led me to one of two conclusions. Either Italeri have got it wrong or the Canadian Air Force have learned how to fit drop tanks once the aircraft is in flight! I will leave it to the reader to decide which conclusion is more likely to be correct.

Accuracy

Combat Planes Vol 1. (McDonald 1966) for the F-5A gives the span as 25ft 3ins (7.7m), length as 47ft 2ins (14.38m) and height as 13ft 2ins (4.01m). That equates to a span of 107mm, length 200mm and height 56mm in 1/72nd. The finished model measures 109mm by 203mm by 59mm which I reckon is pretty much spot on, allowing for my feeble attempt at maths when converting dimensions. It certainly looks exactly as an F-5 should as far as I am concerned.

Colour Options

There are four options provided with the kit, one for each version possible. These are:

- NF-5A Dutch Air Force, 313th Squadron, with a two-tone grey scheme.
- CF-5A Canadian Armed Forces, 419th 'Moose' TFS, Cold Lake, with flat grey undersides and medium grey/dark green topsides.
- RF-5A Spanish Air Force, Ala 23/212 Escuadron, Talavera La Real, which has white undersides and sand/green/brown topsides.
- F-5A U.S. Air Force, 4053rd TFS, Vietnam 1966, which has natural aluminium undersides and tan/olive drab/dark green topsides.

It must be said that I deliberated for hours over which version to choose. Finally it was a straight choice between the very colourful Spanish RF-5 or the equally interesting Canadian CF-5; in the end Canada won for the simple reason I have never done a plane in

Canadian livery before.

The colour scheme was airbrushed into place using Lifecolour acrylic and the usual Tamiya masking tape for hardlines and Blu-Tack for the softer edges. A quick coat of Humbrol satin varnish as a base for the decal (yes, I know I should use Johnsons Klear, but I don't know what to thin it down with. Any suggestions will be greatly appreciated!). The decals were then duly applied, surely I can not be the only one that finds this stage the most satisfying of any kit?

Decals

There are 122 decals provided in total, although only about half are used on each version. They are by Zanchetti and are very well printed with perfect registration, although there is a fair amount of carrier film. The decals were easy to apply and with a light coat of Microsol, they sat down evenly and dried with no silvering. A second coat of satin varnish was applied to seal in the decals. I think

that satin varnish gives a more realistic finish in 1/72nd than that of full gloss or matt, especially on jets. Decal Rating = 9/10.

Conclusion/recommendation

'Modern' jets are not normally my kind of thing. However, once the box was opened and the quality of the kit became clear, I very quickly became interested. The finished result was, even with my 'ham fisted' efforts, very pleasing and I hope the photographs do the proper justice.

I can recommend the kit to all, even those relatively new to the hobby will not be out of their depth, so well is the kit engineered. However, I feel even serious F-5 enthusiasts will not be disappointed. If you want an early F-5 in 1/72nd, look no further.

Many thanks to The Hobby Company Ltd for supplying the kit. Will I now consider Italeri products in the future? Most definitely, yes!

Andrew Hazell



Northrop A-17

Technical Data

Scale: 1/72nd
Kit No: 72504
Price: £10.40
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-Run Injection Moulded Plastic & Resin
Decal Options: 2
Manufacturer: MPM
Obtain in UK via: Hannants



The Kit

Another well produced kit from MPM. It is moulded in a softish medium grey plastic with well-defined surface detail. The interior has adequate detail but there are no etched frets or resin pieces to add here or anywhere else on the model other than the resin propeller hub to which

are added the three injection propeller blades. A very nice and absolutely clear injection moulded cockpit cover that is produced in one piece with the upper fuselage is one of the best I've seen in ages. Overall, all the parts are cleanly moulded on two sprues, with the exception of the transparency of course, have no flash and just beg to be built. The second sprue suggests that there may be another version in the pipeline depicting the retracting undercarriage version.

Instructions

These are printed as a small eight-page leaflet with a history, parts layout, reasonably clear step-by-step construction diagrams and painting notes where appropriate, and ends with the last pages showing the two colour scheme options available in the kit. Note that the national markings are depicted on the drawings with the star canted to the left that is obviously not right! Humbrol and equivalent FS paint reference numbers are quoted for all colour requirements to finish

the model. Incidentally, there is an 'info view' on page 6 showing the positioning of the cockpit floors and gun mount. Even though you are guided to page 6 from page 3 regarding this, I thought it would make sense to have it at the appropriate stage rather than at the end of the instructions!

Construction

The normal sub-assemblies of cockpit parts are the first stages to be tackled and with these I found no problem. Careful painting and highlighting the detail in both cockpits and perhaps adding a little extra is worth it, as I found out because all can be easily seen through the beautiful clear canopy cover. As usual with MPM and other kits of this nature all the parts are butt joined. I don't have a problem with this provided one is not overly generous with liquid cement but only enough is applied to bond the parts together. The wings are straightforward to assemble but there are two cutouts at the inboard forward

leading edges. The reason for these I'm unsure of but I suspect it may be something to do with the retracting undercarriage version of the type. In order to prevent the parts that cover these cutouts from falling inside the wings or not aligning properly, I glued in place a couple of squares of scrap plastic card to the upper inside surfaces to act as locating tabs. This idea worked very well and also prevented the need for any unnecessary filler and sanding. Someone at my local club did mention to me that he had trouble with fitting the canopy to his kit and felt the need to carry out some surgery to improve the fit. With this kit, I found the complete opposite. The transparency fitted perfectly by very carefully scraping around the base of the part and relevant opening on the fuselage. By doing this I could find no reason to separate the canopy and rejoin it. The fixed undercarriage units were then added to the marked positions on the wing undersides whilst the other smaller detail parts such as the

antenna, prop and pitot head were left until after painting and decaling was completed to prevent them from being knocked off by mishandling. So there you are, a relatively quick model to make and to paint as it happens. I prepared the model for painting by ensuring all joints were cleaned up and masked the canopy with Maskol and sprayed it with Halfords white primer. This was allowed to dry thoroughly, even though it does dry quickly, before the final colours were applied. The yellow was the first colour as once dry it was easier to mask it out for the blue. I used yellow (69) and blue (14) by Humbrol. They may not be accurate shades but were the nearest matches I could find among my paint stocks. Maybe some one out there can steer me in the right direction in acquiring the proper shades!

Colour Scheme

As mentioned earlier, only two

schemes are included and they are both identical with the exception of the engine cowl. Choice A, a rather anonymous A-17 with no unit or other individual markings to speak of, during 1934 to 1938 and choice B, an A-17 coded 51 of 13thAS, 34th. AG at Barksdale Field Louisiana during 1937. Both are in the blue/yellow scheme of the period with striped rudders and carry U.S. ARMY beneath the wings. The second option does have a little bit more colour with a white engine cowling, unit badge and two red stripes on the fin to help in any decision-making. I opted for choice A to finish the review model.

Decals

An excellent decal sheet is supplied. Produced by Propagteam, all the items are in good register and react well with decal solvents. Though such solvents may not be that necessary when applied over a good gloss finish.

I don't have much trouble with them unless they are particularly thin and fragile and then I begin to panic and wonder if I have any suitable spares to replace any attrition. In this case however, all went well.
Decal Rating = 10/10.

Accuracy

The only dimensions I have are those on the kit instruction sheet to compare the model with. Also I could not find any more information of the A-17 to refer to, let alone pictures to compare shape etc. By my calculations, the model spans a tad under 8 inches and the full size version is 48ft. 8.5ins. Scaled down, this works out at 7.95 inches wingspan. The fuselage length of the real aircraft is 31ft 8.75ins. The model comes in at 5.3 inches approx making the model practically spot on. To me that sounds excellent, making the MPM product pretty accurate.

Conclusion/recommendation

A little known type to some readers maybe, but one that is welcome. It also makes an interesting addition to a themed collection of dive-bombers as the A-17 has the SBD Dauntless as its descendant. Many years ago, I recall seeing an article in an IPMS Magazine describing how to build an A-17 by using parts from the Airfix SBD and scratchbuilding. I think it was for the retracting gear version and a suggested scheme for it was for an aircraft of the Swedish Air Force. The MPM kit though, is pretty quick and easy to build and modellers with average and above ability should be able to turn out a decent replica of an aircraft from a colourful era. Highly Recommended.

Once again my thanks to MPM for the review sample.

Paul Janicki



Eurocopter EC-135 'Polizei'

Technical Data

Scale: 1/32nd
Kit No: 04428
Price: £13.99
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 80 (Grey), 54 (White), Clear 11
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

The Kit

This comes in the usual end-opening box with all the parts inside a plastic bag. The parts are well moulded in grey and white plastic, however several of the parts carry flash. The engraved panel lines and interior are very well presented.

Instructions

These come in a nineteen-page, A4-sized booklet with a short summary of the EC-135. There are sixty-seven stages in the instruction booklet with the last three being the painting/decaling options. In stage 2 the holes indicated to accept the rudder pedals were not on the cockpit floor and had to be drilled.

Construction

As with most kits the construction starts with the internals for the cabin, this takes fourteen construction stages, as there are separate options. All parts within the interior fitted well and look very smart, with the decal for the instrument panel actually being a photograph of the real thing. Construction then moves on to the rotor shaft and the installation of the cabin in the fuselage halves. Warning: parts 28 (x2) the engine exhausts are very badly moulded. Due to prior thought on behalf of

the designers all glazing can be fitted after construction, making painting easier. The next sections deal with external features, landing gear, (two options), and a multitude of aeriels and sensors, again different for both options. Finally comes the construction of the rotor head and the rotor blades.

Construction Notes: The main cabin floor needs approximately 2mm trimmed off its width to enable the fuselage halves to fit together. Care should be taken when inserting the exhausts and when constructing the main rotor head, as the parts are delicate. A small amount of filler is needed at the join with the tail boom and main cabin.

Accuracy

The overall shape captures the essence of the Eurocopter EC-135, however comparing dimensions with the real aircraft show the

following :- Length 1,020cm, scale length is 23cm too long (2.2%). Width 265cm, scale width is 4.2cm too narrow (1.6%). Rotor diameter is 1,020cm, scale diameter is 7cm too short (0.7%). However this is still a very acceptable kit. Dimensions were taken from the Eurocopter Web Site, www.eurocopter.com

Colour Options

There are three options available for this model:

- D-HMVP Polizei Mecklenburg-Vorpommern Lagge 2001, (Emerald Green/Red).
- D-HBYD Bayerische Polizei 2001, (Emerald Green/White).
- D-HVBF Bundesgrenzschutz St. Augustin-Hangelar 2002 (Mossy Green).

I choose the first option as I prefer green and red. The colour references throughout are for Revell paints.

Decals

A very impressive decal sheet, sharp colours and very good register with little carrier film. After application using Micro set/Micro sol, there was no silvering and the decals adhered excellently.

Decal Rating = 9/10.

Conclusion/recommendation

There are a few small areas of attention that need addressing during the construction of this kit, but that is half of the fun anyway. If you like 1/32nd scale kits, which I do, and if you like helicopters, which I do, and if you like bright colour schemes, which I do, then this is an excellent kit to build. Apart from a few minor hiccups it was a pleasure to build and finish. I would definitely recommend this kit to all.

My thanks go to Revell AG (UK Branch) for the review sample.

Colin James Pratt-Hooper





Sukhoi Su-6 with AM-42 engine

Technical Data

Scale: 1/72nd
 Kit No: 72001
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Limited-Run Injection Moulded Plastic, Etched Brass & Vac-formed Clear Plastic
 Parts: Plastic 49, Etched 29, Clear 2
 Decal Options: 1
 Manufacturer: Valom



The Kit

This kit, by Valom of the Czech Republic, comes in a sturdy card box with a lift-off lid, displaying a nice painting of the aircraft in flight.

Inside the box we find a single sprue of light grey coloured plastic sealed in a reusable poly bag together with the instructions and other kit components.

Some of the moulded parts are a little thick, but as this is a limited run kit you would expect this. The parts are, however, very nicely moulded with good detail and scribed panel lines. The sprue of parts is not numbered, but there is a diagram of the parts on the instructions and this contains numbers to refer to during the construction.

The kit includes a lovely little etched metal fret containing instruments, gunsight, bomb racks and harnesses, all well up to current standards together with two identical vac-formed canopies (always a good thing), and landing light covers. The canopies have very well defined frames which make for easier masking.

There is a small decal sheet in the kit containing six red Russian stars. (as this is a prototype there is really only one colour option). Also included is a small piece of printed film for the instruments.

This particular kit represents the Sukhoi Su-6 with the AM-42 engine which was conceived as a replacement for the Ilyushin Il-2 'Shturmovic' should production fail.

Instructions

The instructions take the form of a large A4 sheet with four pages containing a brief history of the aircraft on the front, together with a six-stage exploded type construction, each part showing both paint numbers and part numbers. There are paint references for Humbrol, Revell, Model Master and one other that I have never heard of before, called Agama. The references are given as colours and numbers and used in all stages of construction.

On the back page we have a painting and marking diagram showing a single colour scheme, and the numbered sprue diagram mentioned before. All in all quite clear and easy to follow.

Construction

The construction starts as normal with the cockpit. At this stage you will need to add the metal side consoles and instruments over the kit ones, not forgetting to sandwich the printed film between. The seat with its metal harnesses goes in next with a bulkhead behind, and the addition of the control column completes the sub-assembly.

Next the fuselage halves can go together with the cockpit slid in from underneath. There are additional metal parts to be added at this stage in the form of a gunsight and the rear gunner's 'seat', which is in fact a canvas strap slung between the fuselage sides, exactly the same as the Ilyushin 'shturmovic'.

The wing assembly comes next and this is where some of the problems begin. Once assembled and fixed to the main body there is quite a gap at the wing root and this needs a fair bit of filler to correct. Also, when the front air intake cowl is fitted under the engine, this requires filling.

The undercarriage is reasonably complex involving the use of many of the metal parts for gear doors and the retraction arms on the legs, but everything goes together well without any real problems.

Now we get to the really fun part, the canopy! I have not had the pleasure of using many vac-formed canopies in the past, and so naturally they worry me slightly. This however, turned out to be quite easy to cut out and mask, not so bad after all, but, (and there had to be one, didn't there?), when I offered it up to the fuselage there was a gap at the back,



just below the rear machine gun. So it was out with the epoxy putty and the rear of the gunner's position was built up slightly to close the gap. Everything fitted and I stuck the canopy down into place with Humbrol Clearfix, using this to also fill any little gaps between frame and the fuselage.

The radio wire was replicated using thin quilting thread available from craft shops. All that remains is to fit the small metal landing light into position and seal it in with a vac-formed cover.

Colour Options

There is one colour option for this prototype aircraft of Russian Green upper, and Light Blue undersides, together with the usual Russian stars on the rudder and rear fuselage.

Decals

The decals are printed on a small sheet of matt paper and consist of six red stars printed in perfect register. They went on beautifully with no need for setting solutions, and settled down under the usual coat of Johnsons Kleer, showing no signs of silvering. These decals are very thin and do need careful handling to prevent tearing.

Decal Rating = 9/10.

Accuracy

This is a good looking model that sits well and looks well proportioned.

Going by the sizes given in the instructions, the model does seem very slightly short, but this may be down to my calculations. It looks as it should and that is the most important thing.

Conclusion/recommendation

The nature of the mixed materials involved in this kit and the fit problems mean that it is really only suitable for the more experienced modeller.

It is a great little kit though, and I really enjoyed building it. It's nice to see manufacturers producing the more obscure planes such as these. They may never have made it to the front line, but aircraft such as this are an important part of aviation history and deserve to be remembered.

If, like me, you have a particular interest in Soviet aircraft, this would be a very good addition to your collection.

My thanks to Valom for the review sample.

Wayne Harris



Boulton Paul Defiant Mk.I

scale
1/72



72513

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NEW RELEASES



72515 DC-2 KLM & Luftwaffe



48054 JB -2 Loon



SH72031 Fairey Firefly Mk.IV/V



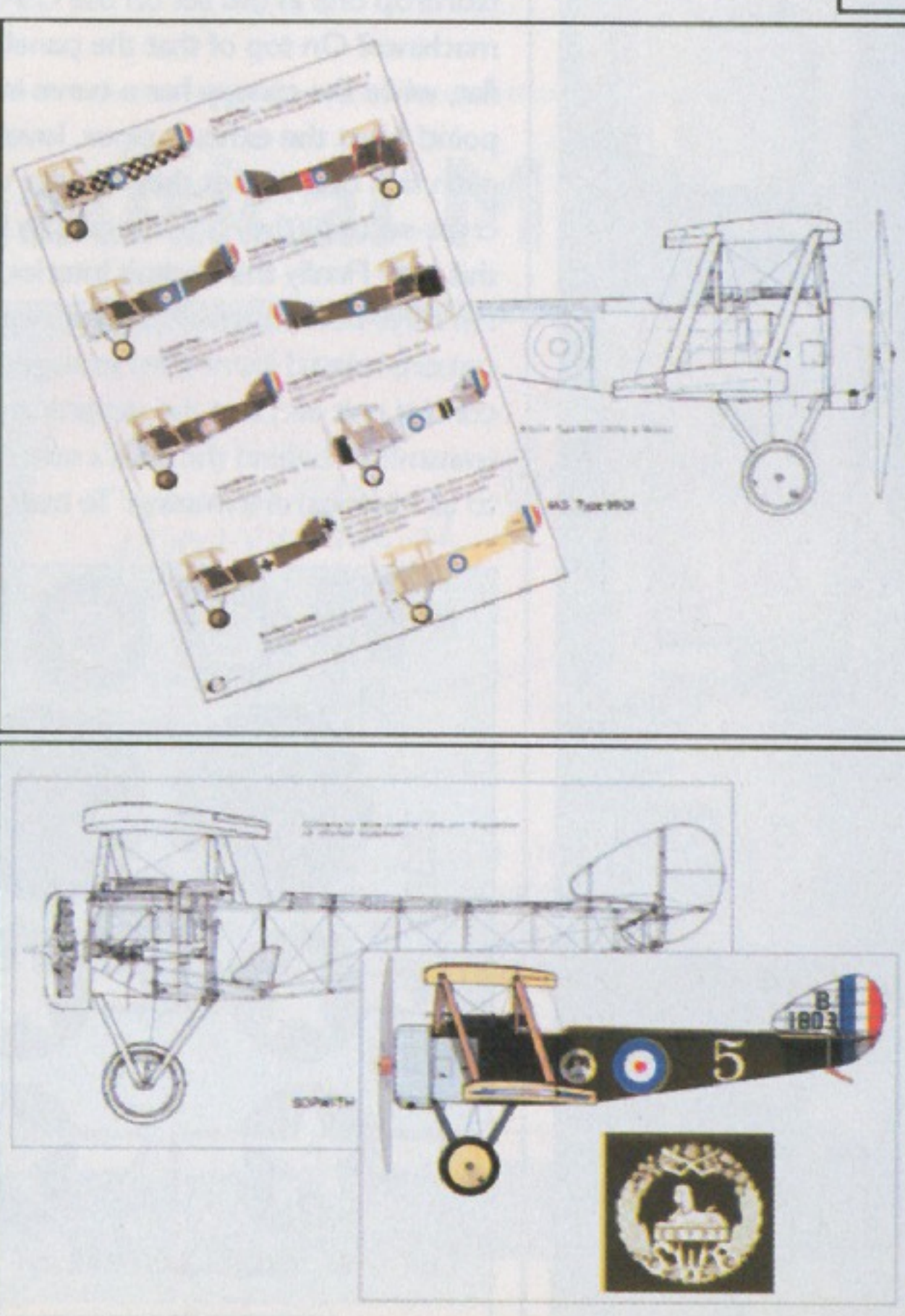
72520 Fokker D XXI "Suomi 3. sarja"

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Note: All items for this column are to be sent to:
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CMK

A new batch comprising one detail set and one conversion has been sent directly to us for review this month.

1/48th Scale

Subject: D.H. Mosquito PR Mk XVI

Scale: 1/48th

Product No.: 4108

Type: Conversion

Designed for: Tamiya kits

Price: £TBA

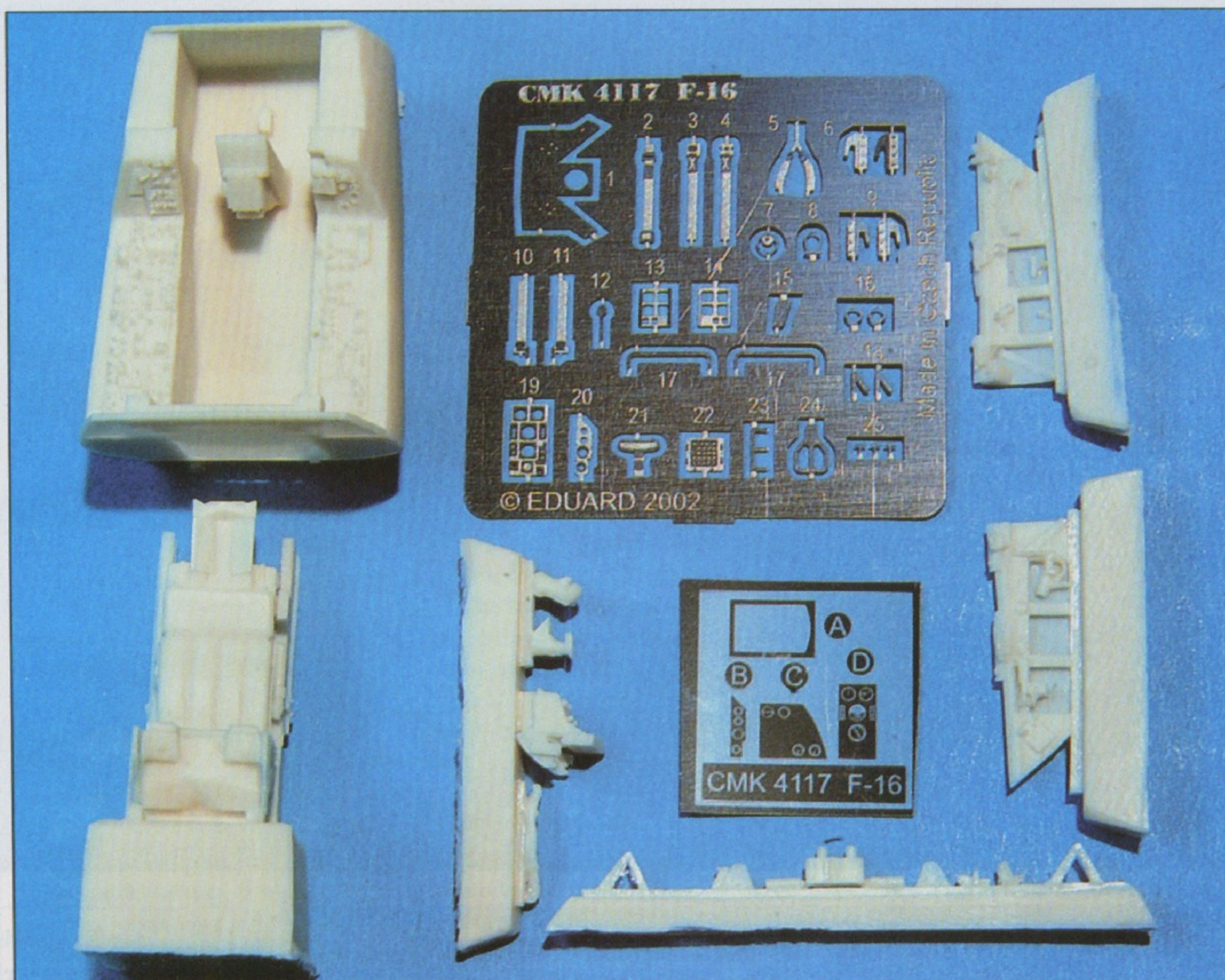
Includes: The main parts of this conversion are resin with new two-stage Merlin engine nacelles, a full cockpit interior, camera equipment, revised wheel hubs and exhaust stacks. On top of this there is an upper canopy section in vac-formed plastic for the 'blister' (more later) and an etched fret offering ice guards for the carburettor intakes, camera surrounds and instrument panel facias. The set is completed with a decal sheet offering marking for the following three options.

• 1. NS502, M, No. 544 Squadron, 1944

• 2. RG115, No. 544 Sqn, 1945.

• 3. USAAF machine, coded 'K' and operated by the 492nd BG in 1945.

Overall this is a good set and one I know has already sold like the proverbial 'hot cake' in the UK, however there are shortcomings. The Mossie is my favourite aircraft, so please excuse the following ramble. I will leave the real rivet counting to those who must, but on initial inspection a few points need mentioning. First the engine nacelles, very nice and all that, but the wrong shape. The



lower cowlings is too flat making the whole thing look 'odd' from the front and resulting in the intercooler exhaust outlets being too far apart. Next up the clear blister for the canopy escape hatch - where is the domed one (like an astrodome) more commonly seen on the PR XVI's, as I don't recall the teardrop one in this set on the USAF machines? On top of that the panel supplied is flat, while the canopy has a curve in it at this point! Next the exhaust pipes, lovely with even tiny outlets, but they are the wrong cross-section (they are completely circular in this set)! Finally the cockpit interior, very nice I'm sure, but it is a plain fighter interior, no camera related items (film footage indicator, control unit etc) and the generators under the transmitter behind the pilot's seat (applicable to all Mossies) are missing? To make matters

worse if you put it up against the kit you will find that with the rear bulkhead in place the access hatch opening in the floor does not line up with the door in kit.

Oh dear, full of potential this one but one which is unfortunately not up to the high standards we expect from CMK.

Subject: F-16A Interior

Scale: 1/48th

Product No.: 4117

Type: Detail Set

Designed for: Hasegawa kit

Price: £TBA

Includes: This set comprises cockpit tub, sidewalls, instrument panel and ejection seat in resin. The rest of the smaller parts like instrument panel facia, seat belts, canopy locks, HUD frame and rudder pedals are all supplied in etched brass.

Conclusion

I don't like putting adverse comments about anyone's products in print, as manufacturers work hard with available information to make accurate products, but the PR Mk XVI set shown here is a real disappointment. Truthfully you can't make an accurate late-series Mosquito from it and I suspect most have bought it for the two-stage engines alone. Such a shame as it is one of my all-time favourite marks of the Mossie and I would have loved to have made the USAAF version!

Our thanks to CMK for the review samples. UK modellers can obtain this range from Hannants.



Gremlin Models

Two new sets designed for the Yak-9 have been sent directly to us for review this month by this manufacturer.

1/48th Scale

Subject: Yak-9T & K

Scale: 1/48th

Product No.: N/A

Type: Correction Set

Designed for: ICM kits

Price: £TBA

Includes: This set comprises corrected fuselage halves, tailplanes and rudder and main wheels all in resin. There are also two vac-formed clear canopies.

Subject: Yak-9

Scale: 1/48th

Product No.: N/A

Type: Conversion

Designed for: ICM kits

Price: £TBA

Includes: This set is identical to the previous one in components, and should be more correctly entitled Yak-9D, DD, T & K correction set.



Yak-9T & K Correction Set (ICM) - Gremlin Models



Yak-9 Conversion (ICM) - Gremlin Models

Conclusion

You may be wondering what all the fuss is about the ICM Yak-9 kit and why the need for completely new fuselage halves? Well every version of the Yak-9 uses the same basic square-section steel tubular construction. The only difference between subtypes is in the spinner, oil cooler, windscreen and rear cockpit/dorsal spine. It does not matter if the airframe is covered in fabric, wood or metal it is the same cross-section; basically square at the front and flat-sided on the fuselage. These two sets correct the errors in these areas that can be found in the ICM kits and will allow, at last, an 'accurate' Yak-9 to be built in 1/48th scale.

Our thanks to Gremlin Models for the review samples. UK modellers can obtain the entire Gremlin range via Hannants.

Custom Aeronautical Miniatures

More usually known for their decals, this American manufacturer also offers a large range of resin accessories and one of their latest releases has been sent directly to us for review by their exclusive worldwide distributor, Brookhurst Hobbies.

1/32nd Scale

Subject: GBU-32 Joint Direct Attack Munition (JDAM) Bombs

Scale: 1/32nd

Product No.: R32057

Type: Accessory

Designed for: See text

Price: £TBA (\$22.00)

Includes: This set offers two of these GBU-32 bombs comprising bomb body, tail unit, suspension lugs and upper access plate, all as separate resin components.

Conclusion

This item is well cast, well packaged and comes with concise and



informative instructions. It can be highly recommended to all.

Our thanks to CAM for the review samples. All worldwide enquiries

about the CAM range should be made directly to Brookhurst Hobbies.

R32057 GBU-32 Joint Direct Attack Munition (JDAM) Bombs - Custom Aeronautical Miniatures

Warbird Productions

It has been a while since we have heard anything from this manufacturer so we were delighted to receive a number of new products directly from them for review this month.

1/32nd Scale

Subject: Spitfire Composite Seat

Scale: 1/32nd

Product No.: A3202

Type: Accessory

Designed for: Hasegawa or Revell kits

Price: £5.00

Includes: This resin seat is moulded as one piece and is complete with back rest cushion.

Subject: Fishtail Exhaust Stubs

Scale: 1/32nd

Product No.: A3204

Type: Accessory

Designed for: Hasegawa or Revell (Spitfire) kits

Price: £6.00

Includes: Beautifully cast exhaust pipes for the Mk I, II, V & VI complete with cabin heater intake pipe.

Subject: Aboukir Tropical Filter& Enlarged Cowling

Cowling

Scale: 1/32nd

Product No.: A3205

Type: Accessory

Designed for: Hasegawa kits

Price: £8.00

Includes: At last the Aboukir tropical filter complete with the deepened chin cowl for the Spitfire Mk V.

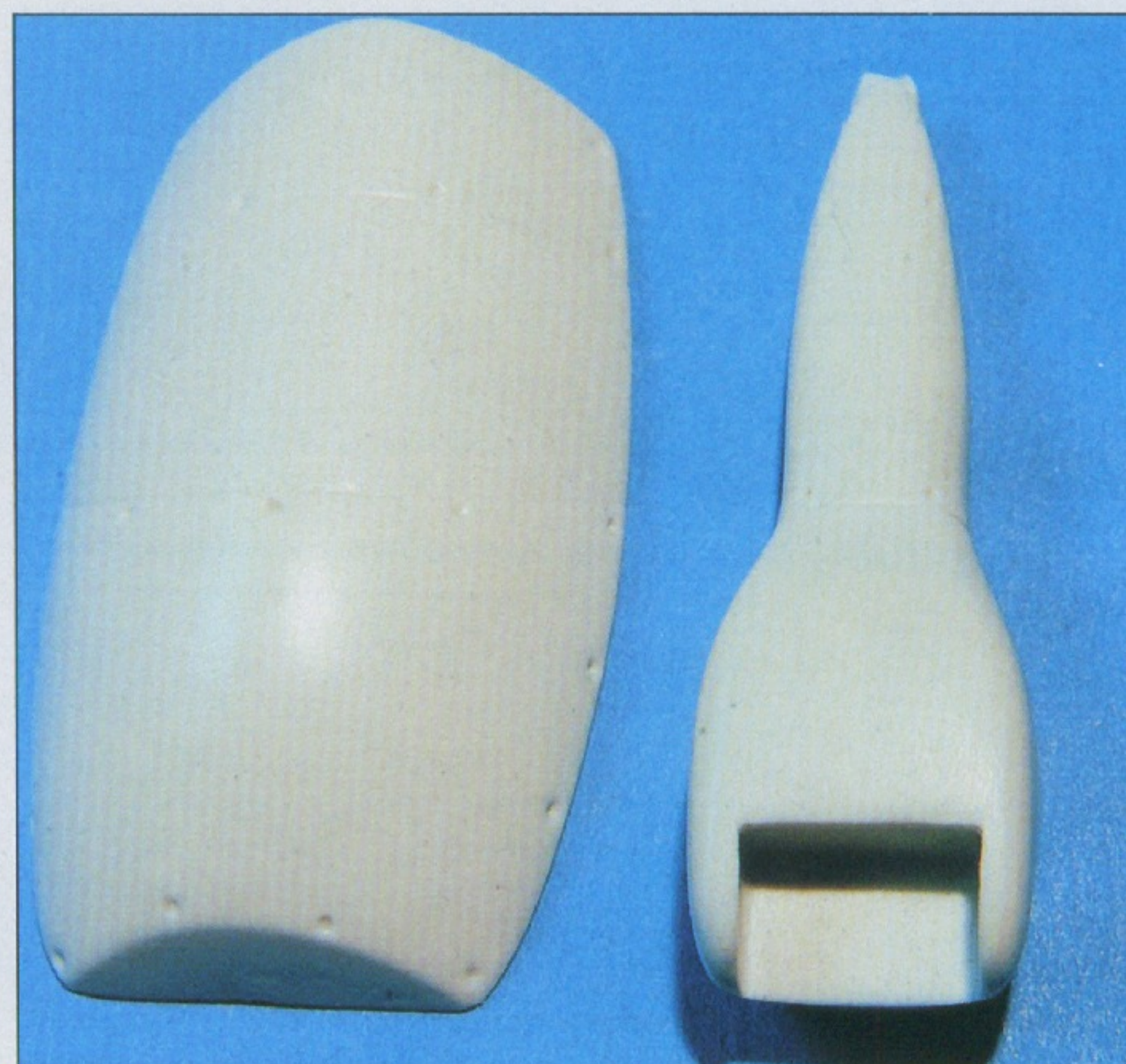
Subject: V.S. Spitfire Mk IXe



A3204 Fishtail Exhaust Stubs - Warbird Productions



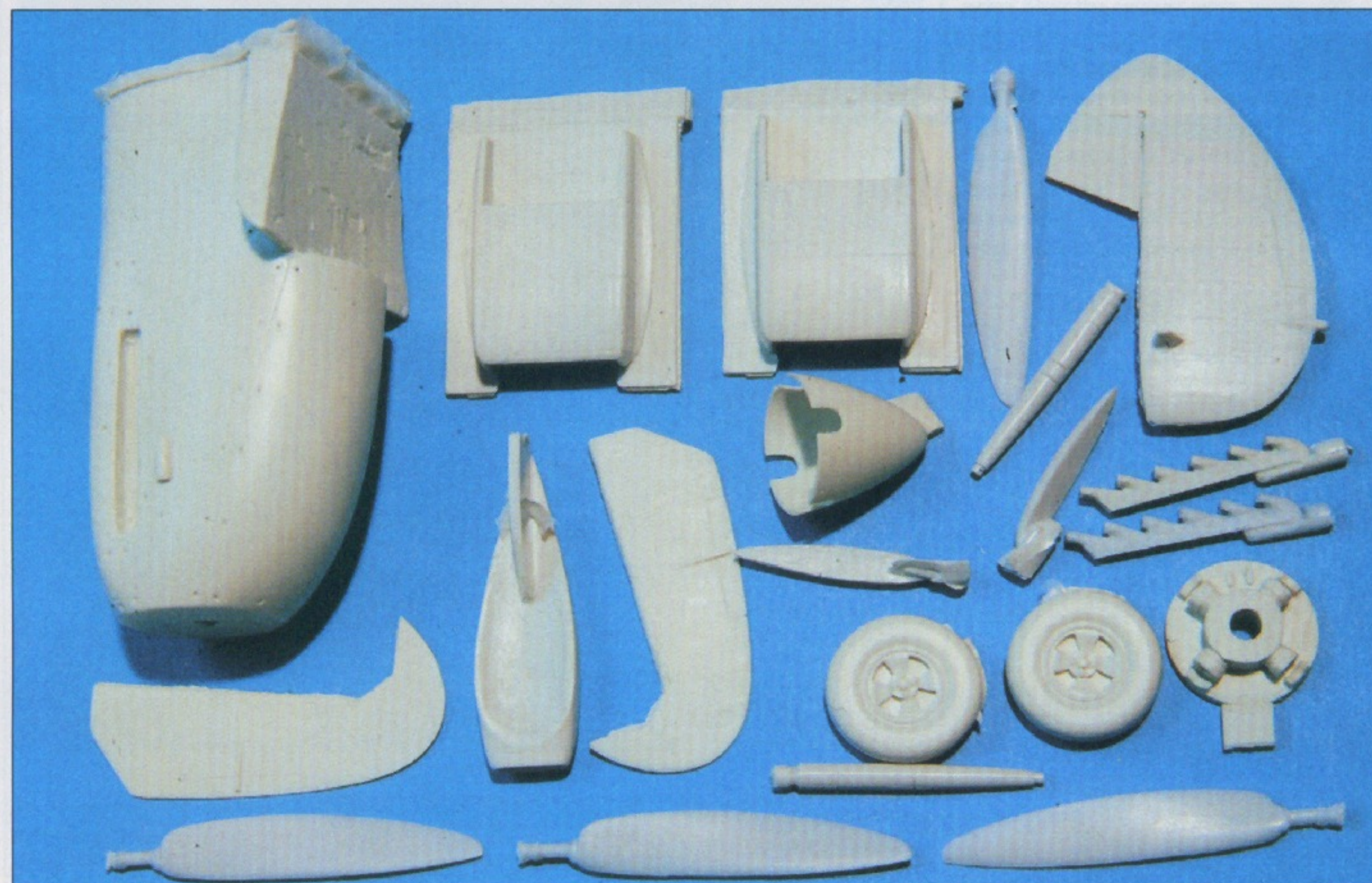
A3202 Spitfire Composite Seat - Warbird Productions



A3205 Aboukir Tropical Filter& Enlarged Cowling - Warbird Productions



A3231 Early Production Spitfire Mk I Wooden Propeller - Warbird Productions



A3209E V.S. Spitfire Mk IXe conversion (Hasegawa) - Warbird Productions

Scale: 1/32nd

Product No.: A3209E

Type: Conversion

Designed for: Hasegawa or Revell kits

Price: £25.00

Includes: This conversion will fill the gap left by the much missed Paragon conversion and comprises a new resin nose, spinner and propeller blades, rudder, radiators, exhaust stacks, cannon barrels, carburettor intake, control surfaces and main wheels.

Subject: Early Production Spitfire Mk I Wooden Propeller

Scale: 1/32nd

Product No.: A3231

Type: Accessory

Designed for: Hasegawa kits

Price: £7.00

Includes: A two-blade, fixed-pitch wooden Watts propeller suitable for the early Spitfire.

Conclusion

All of these products are manufactured to the highest quality and can be recommended without reservation to all. Our thanks to Warbird Productions for the review samples.

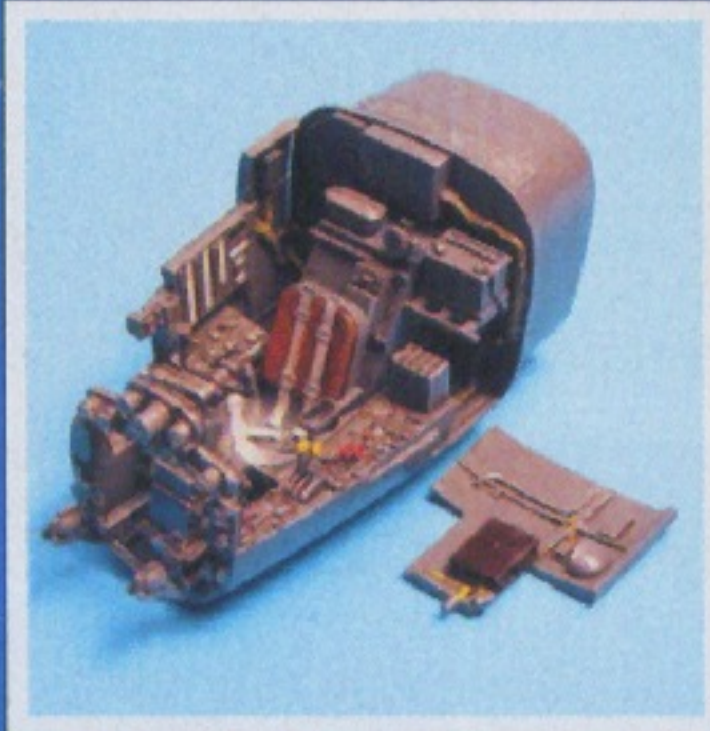
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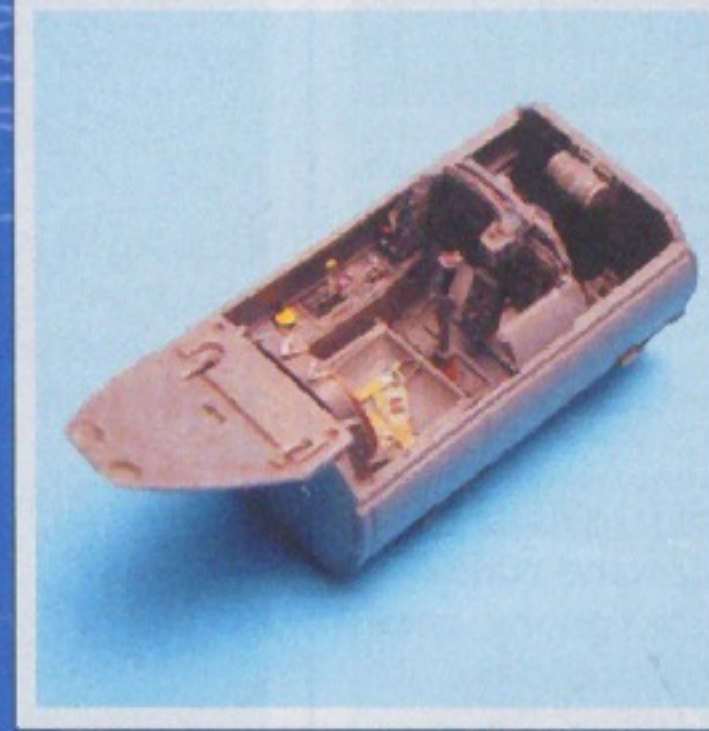
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AIMS

This is a new name in the UK who are producing a range of high-quality resin conversion sets. These are currently being exclusively distributed by Czech-Six Publications, who have supplied samples directly to us for review.

1/72nd Scale

Subject: Junkers Ju 88A-1
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Ju 88A-4 kit
Price: £8.70
Includes: This set consists of JUMO 211s, propellers, spinners, wing tips and rudder parts all in resin, plus the new canopy, nose and gondola glazing in vac-formed clear plastic by Falcon.

Subject: Dornier Do 217N-2/R22
Scale: 1/72nd
Product No.: N/A
Type: Conversion



JUMO 213 Engines, Props & Spinners (AMTech/AMT/Italeri) - AIMS

Designed for: Italeri Do 217N-1 kit
Price: £6.70
Includes: This set consists of revised nose, instrument panel, dorsal and ventral fairings all in resin.

Subject: Dornier Do 217K-1/K-2 Engine Fronts & Spinners
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: Italeri Do 217 kits
Price: £4.10
Includes: This set consists of revised engine fronts and spinners in resin which can be combined with the kit's propellers to correct this area.

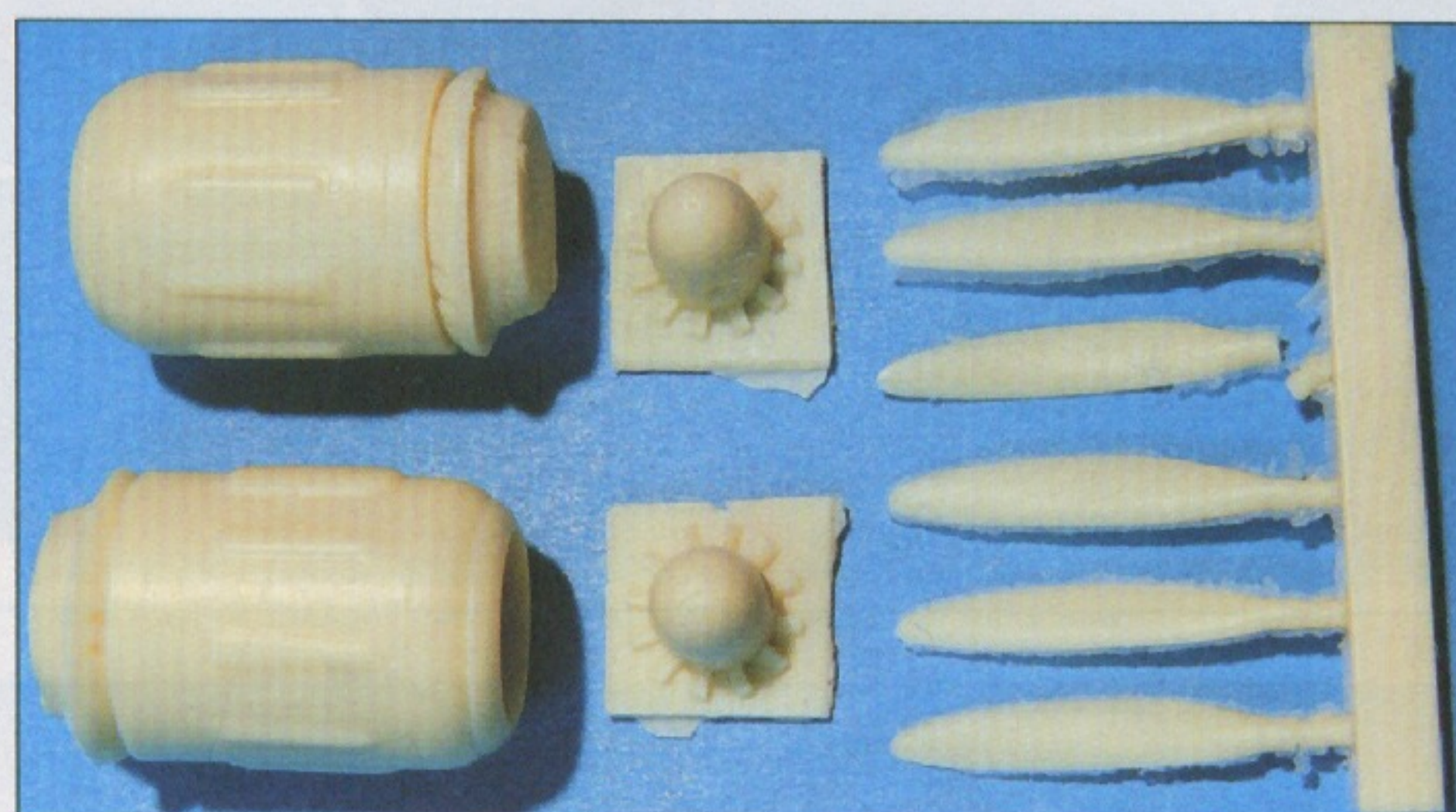
Subject: BMW 801D Engines, Props & Spinners
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: See text
Price: £5.90
Includes: This set consists of revised engine nacelles, spinners and propellers, all in resin. These are offered as direct replacement parts for those in the AMTech Ju 88S-1/T-1, AMT Ju 88G-1 and Italeri Ju 88A-4 and Ju 188E-1 kits.

Subject: JUMO 213 Engines, Props & Spinners
Scale: 1/72nd
Product No.: N/A
Type: Conversion
Designed for: See text
Price: £5.90
Includes: This set consists of revised engine nacelles, spinners and propellers, all in resin. These are offered as direct replacement parts for those in the AMTech Ju 88S-3/T-3, AMT Ju 88G-6 and Italeri Ju 188A kits.

Subject: JUMO 211 Engines, Props & Spinners
Scale: 1/72nd
Product No.: N/A
Type: Conversion



Junkers Ju 88A-1 conversion (Italeri) - AIMS



BMW 801D Engines, Props & Spinners (AMTech/AMT/Italeri) - AIMS

Designed for: See text
Price: £5.90
Includes: This set consists of revised engine nacelles, spinners and propellers, all in resin. These are offered as an alternative for the Ju 88A-1 conversion for those who do not need the whole A-1 conversion set or those who already have the Falcon canopies and want to undertake the wing and tail modifications themselves.

Conclusion

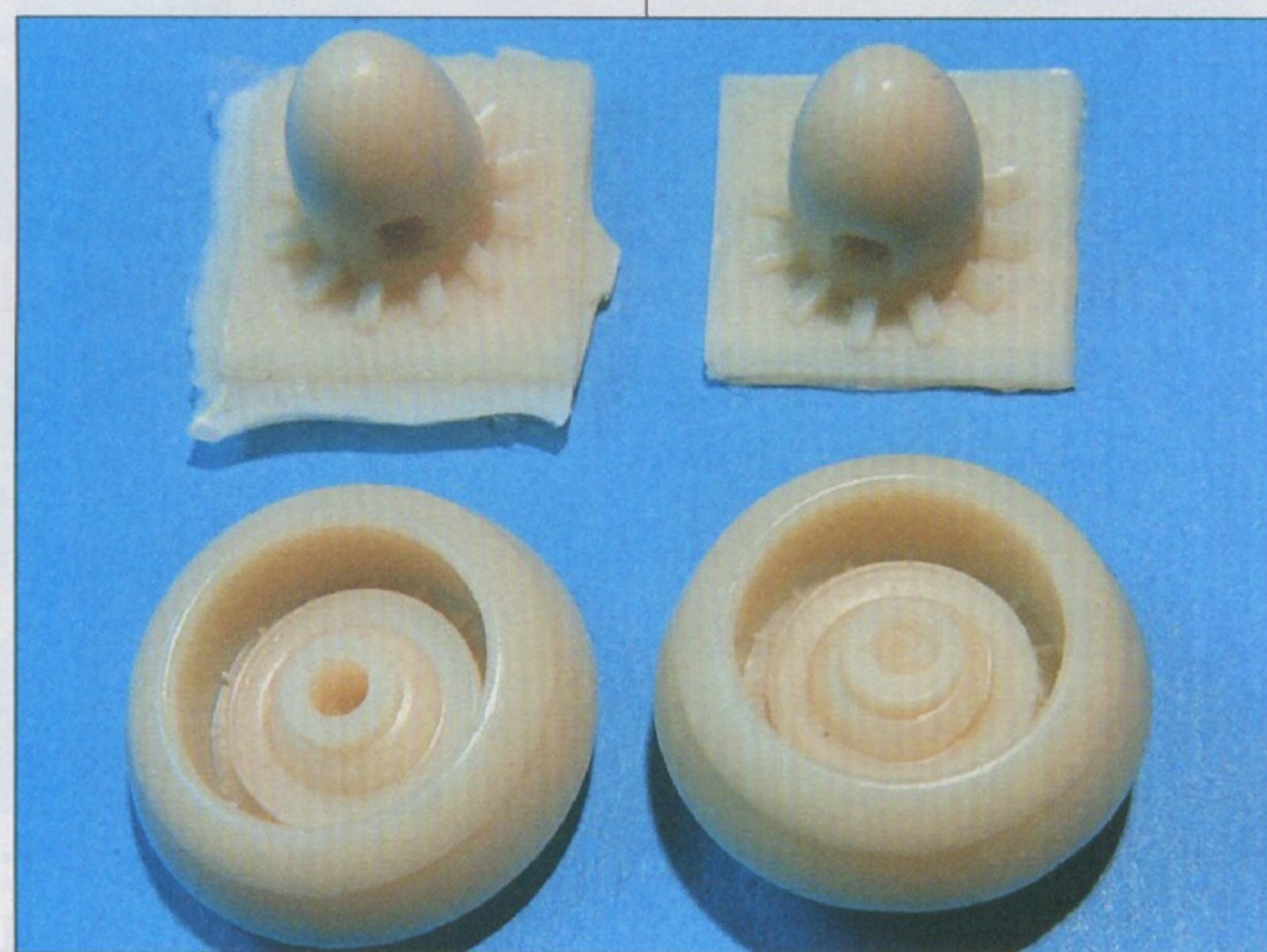
Each of these sets is beautifully cast, well packaged and comes with

concise yet informative instructions. All in all this range has set itself high standards and bodes well for the future.

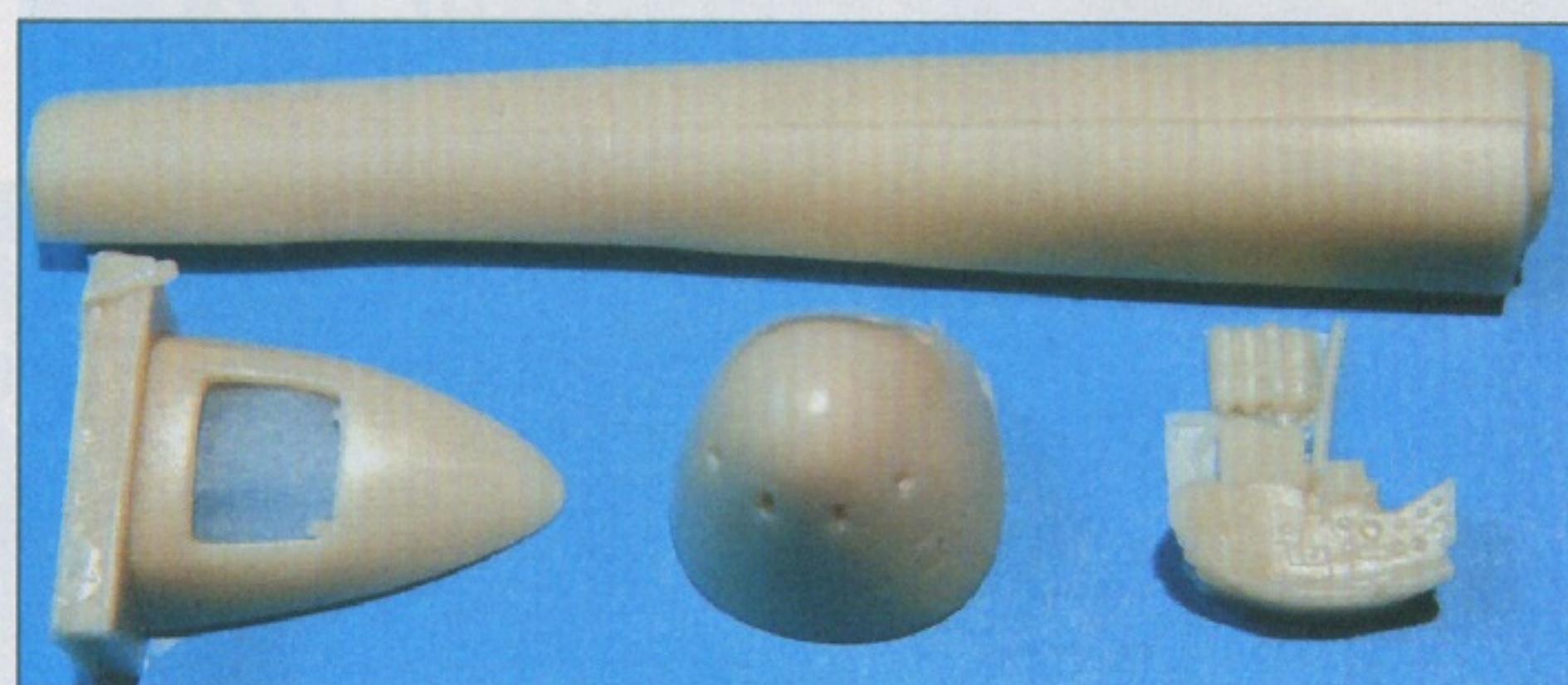
Our thanks to AIMS and Czech-Six Publications for the review samples. All enquiries about this range should be made directly to Czech-Six Publications and all prices quoted above include UK P&P.



JUMO 211 Engines, Props & Spinners (Italeri) - AIMS



Dornier Do 217K-1/K-2 Engine Fronts & Spinners (Italeri) - AIMS



Dornier Do 217N-2/R22 (Italeri) - AIMS

Kazan Precision Enterprises

It has been a number of years since we have seen anything for review from this manufacturer so we're delighted to receive two new products directly from them for review this month.

1/48th Scale

Subject: Sukhoi Su-9 'Fishpot B'

Scale: 1/48th

Product No.: EK003

Type: Conversion

Designed for: See text

Price: £TBA

Includes: This conversion is designed for use with the OEZ Sukhoi Su-7 kit or the Esci or Hobbycraft reissues. It comprises sixty-eight resin and forty etched brass parts plus acetate backing film for the instrument panel and decals. The resin parts consist of the cockpit with SK-2 or SK-3 ejection seat, new nose intake, wings, main landing gear, wing pylons and missiles. Etched parts include wing fillets, instrument panel facia, seat belts and various blade antennae.

The decal sheet offers options for three machines; 'Red 09', 'Red 25' and 'Blue 14' and the sheet even includes some stencils along with national insignia etc.

Subject: Sukhoi Su-11 'Fishpot C'

Scale: 1/48th

Product No.: EK004

Type: Conversion

Designed for: See text

Price: £TBA

Includes: Once again this conversion is

Su-7 kit or the Esci or Hobbycraft reissues. It consists of fifty-four resin and thirty-two etched brass parts plus acetate backing film for the instrument panel and decals. The resin parts comprise the cockpit with SK-3 ejection seat, new nose intake, wings, main landing gear and K-8 missiles with the choice of infra-red or

include wing fillets, instrument panel facia, seat belts and various blade antennae.

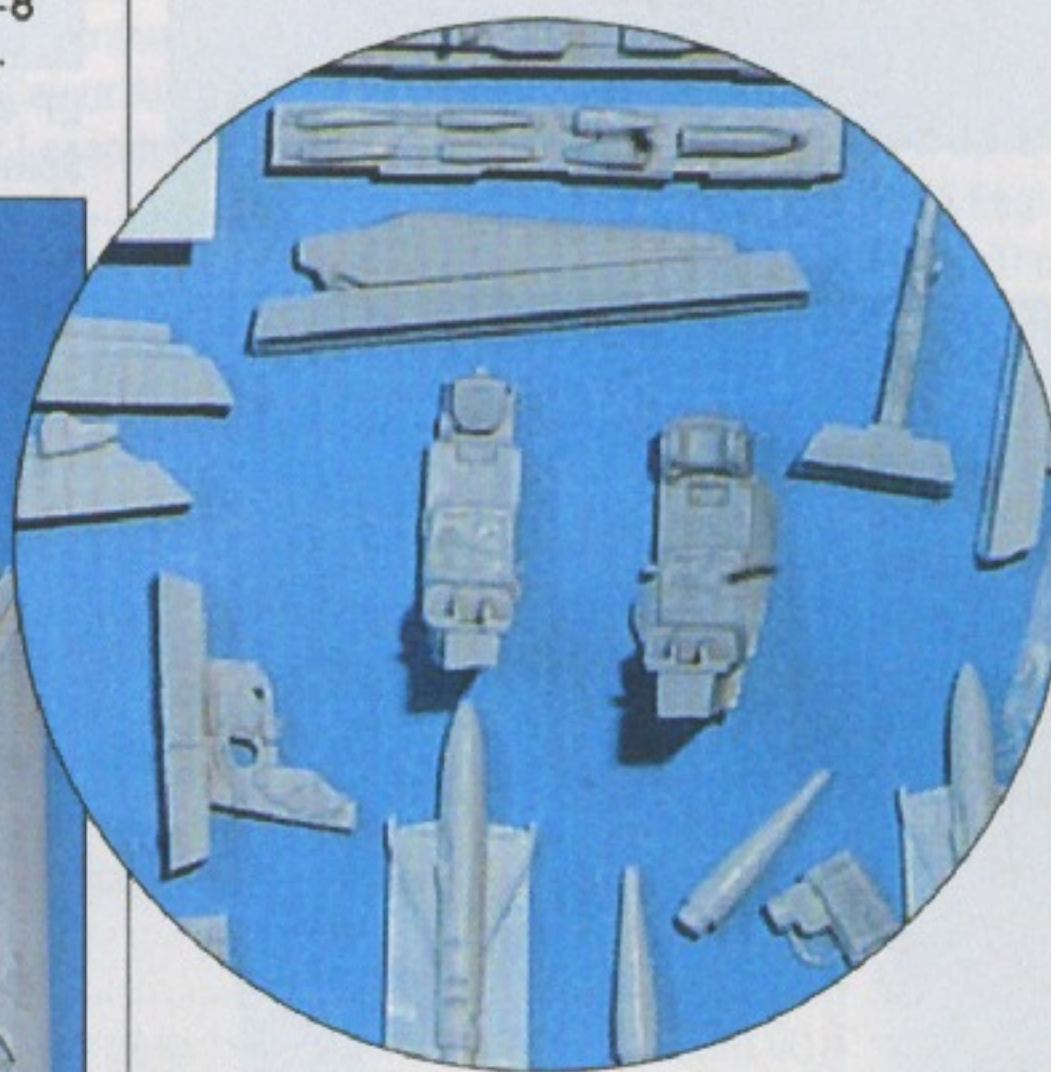
The decal sheet offers options for two machines; 'Red 14' and 'Red 12' and the sheet once again includes stencils plus national insignia.



EK003 Sukhoi Su-9 'Fishpot B' (OEZ/Esci/Hobbycraft) - Kazan Precision Enterprises



EK004 Subject: Sukhoi Su-11 'Fishpot C' (OEZ/Esci/Hobbycraft) - Kazan Precision Enterprises



Conclusion

Both of these sets are very extensive in the scope and contents. The conversions are both involved, but with these sets should prove no problem to the intermediate and experienced modeller.

Our thanks to Kazan precision Enterprises for the review samples. Worldwide distribution of this range is undertaken by Sky Grid in Canada.

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EagleParts

The latest batch of resin accessories produced by Eagle Editions has been sent directly to us for review.

1/48th Scale

Subject: Focke-Wulf Fw 190A-4

Scale: 1/48th

Product No.: EP #14-48

Type: Conversion

Designed for: Tamiya kit

Price: £TBA (\$10.00)

Includes: This resin set consists of replacement fin tip, rudder, head armour and exhaust outlets for the Tamiya Fw 190A-3 kit. Some surgery will be required to remove the vertical fin tip and exhausts, but this is all clearly described in the instructions.

Subject: Messerschmitt Bf 109G & K

Spinner

Scale: 1/48th

Product No.: EP #20-48

Type: Conversion

Designed for: Hasegawa & Fujimi kits

Price: £TBA (\$7.00)

Includes: This replacement spinner corrects the profile and blast tube diameter errors seen in the kit examples.

Subject: Luftwaffe 300l Drop Tank

Scale: 1/48th

Product No.: EP #21-48

Type: Conversion

Designed for: Any Bf 109 or Fw 190 kit

Price: £TBA (\$10.00)

Includes: This resin drop tank comprises front and rear sections plus the retaining strap for the centre which also covers the resulting seam line (very neat). This is a scaled-down version of the 1/32nd scale tank already produced by EagleParts.

Subject: ETC Rack for Bf 109

Scale: 1/48th

Product No.: EP #23-48

Type: Conversion

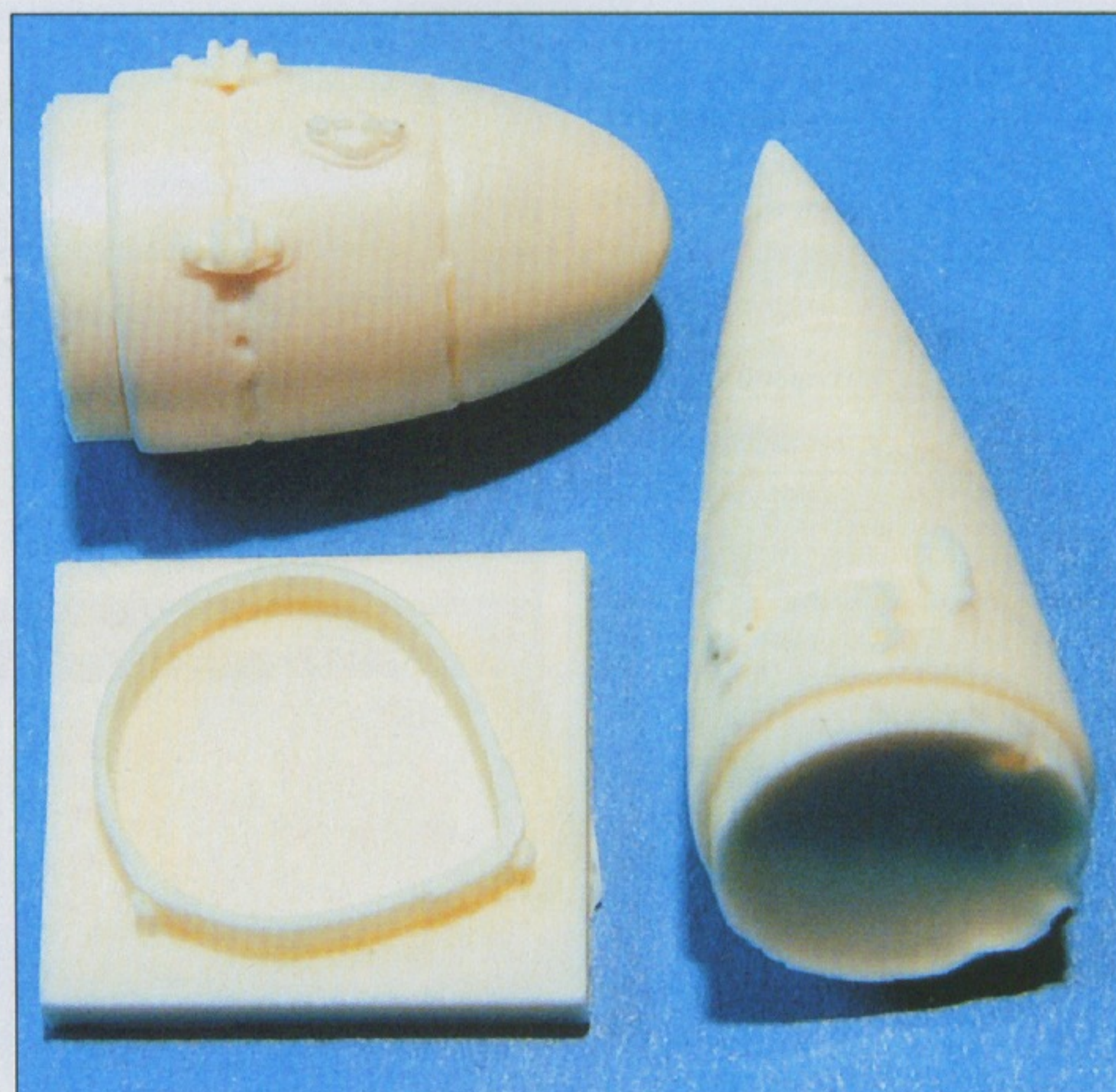
Designed for: Any Bf 109 kit

Price: £TBA (\$6.00)

Includes: This resin centreline ETC rack is cast as a single component and is a scaled-down version of the 1/32nd scale one already produced by EagleParts.

Conclusion

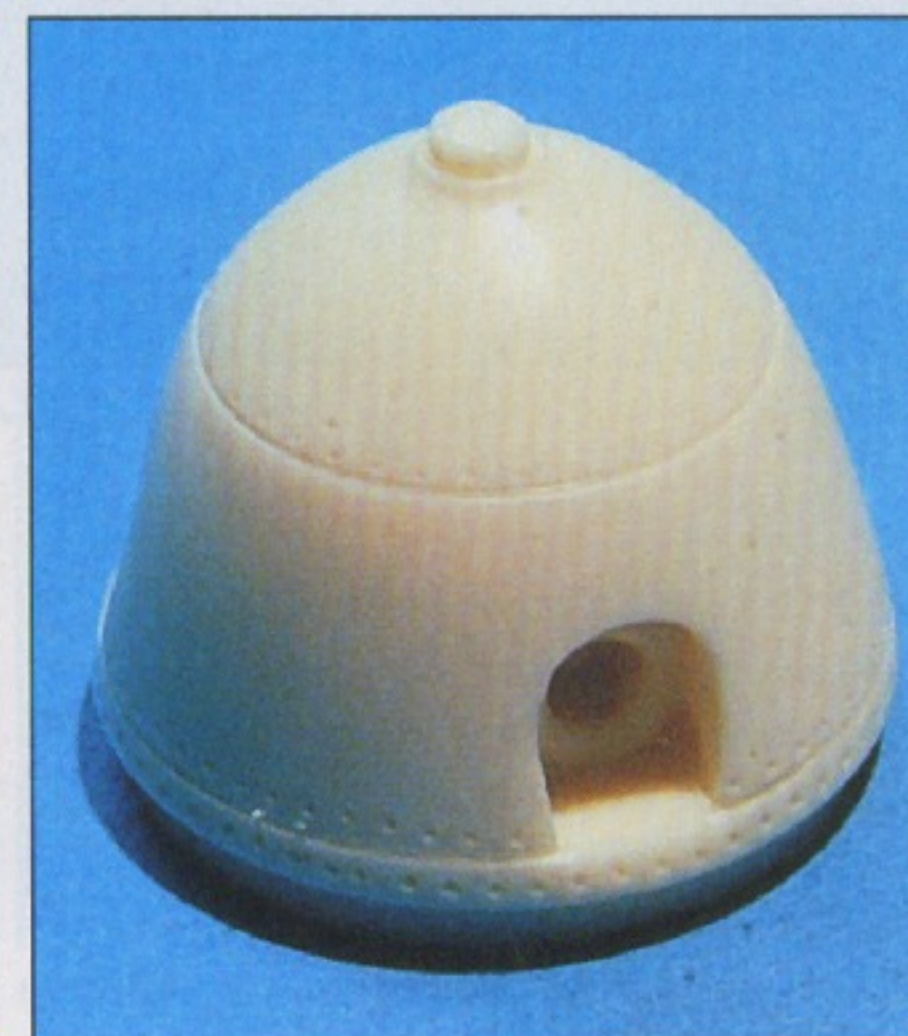
Each of these products are beautifully cast with excellent detail, they feature good packaging and



EP #21-48 Luftwaffe 300l Drop Tank - EagleParts



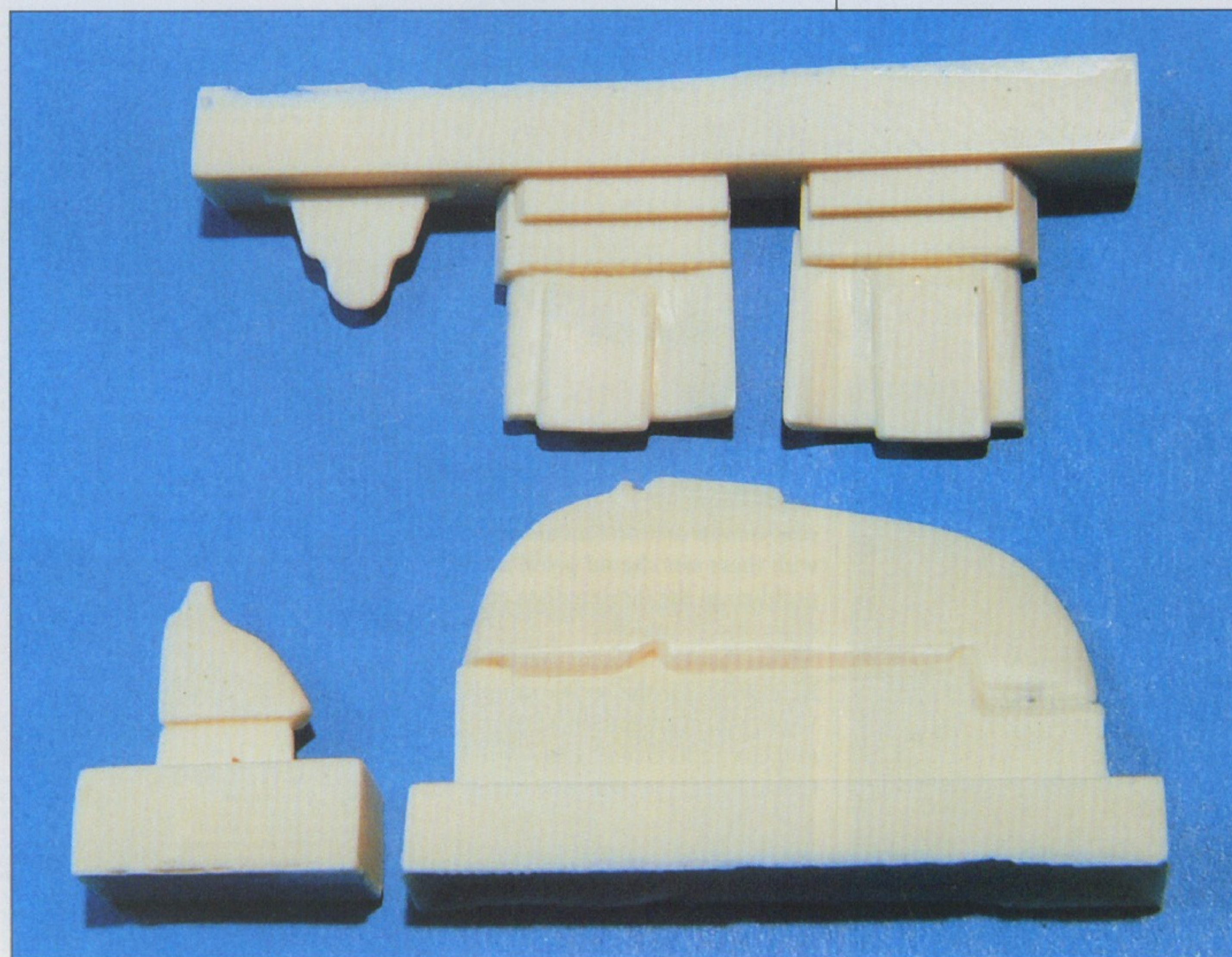
EP #23-48 ETC Rack for Bf 109 - EagleParts



EP #20-48 Messerschmitt Bf 109G & K Spinner - EagleParts

concise and informative instructions. All in all they are superb products and ones we can highly recommend to all Luftwaffe fans.

Our thanks to Eagle Editions for the review samples.



EP #14-48 Focke-Wulf Fw 190A-4 (Tamiya) - EagleParts

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Note: All items for this column are to be sent to:
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Eagle Strike Productions

The latest batch of new releases from this American manufacturer has made it's way directly to us for review.

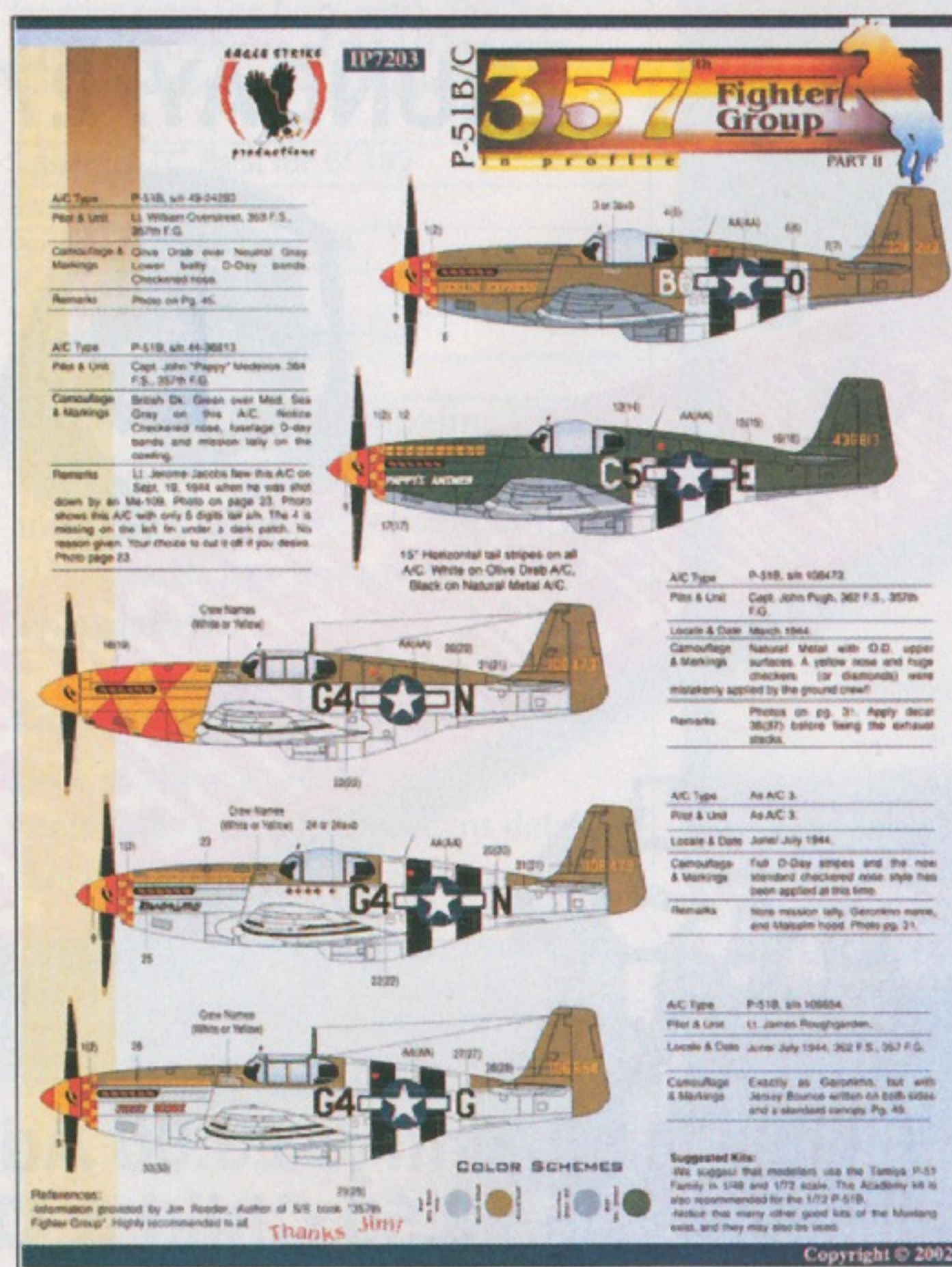
1/72nd Scale

IP7203 - 357th Fighter Group In Profile Part 2 of 5

- 1. N.A. P-51B, S/No. 43-24283, 'Berlin Express', flown by Lt. William Overstreet of the 363rd FS, 357th FG.
 - 2. N.A. P-51B, S/No. 44-36813, 'Pappy's Answer', flown by Capt. John 'Pappy' Mederios of the 364th FS, 357th FG.
 - 3. N.A. P-51B, S/No. 106743, flown by Capt. John Pugh of the 362nd FS, 357th FG in March 1944.
 - 4. N.A. P-51B, S/No. 106743, 'Deronimo' flown by Capt. John Pugh of the 362nd FS, 357th FG in June/July 1944.
 - 5. N.A. P-51B, S/No. 106654, 'Jersey Bonce', flown by Lt. James Roughgarden of the 362nd FS, 357th FG in June/July 1944.
- This sheet includes enough national insignia for four options, plus four sets of stencils.

IP7208 - Blue Nose Birds of Bodney In Profile Part 2 of 6

- 1. N.A. P-51B, S/No. 42-106914, 'The West "by Gawd" Virginian', flown by Lt. Robert H. Powell Jr of the 328th FS.
- 2. N.A. P-51B-5, S/No. 43-6704, 'Hell-er Bust', flown by Lt. Edwin Heller of the 486th FS.
- 3. N.A. P-51D-15, S/No. 4414906, 'Cripes A' Mighty', flown by Maj. George Preddy of the 328th FS in



IP7203 357th Fighter Group In Profile Part 2 of 5 - ESP

December 1944.

This sheet includes enough national insignia and stencils for all three of the above options.

1/48th Scale

48065 - Too Little, too Late...

Me 262 Pt.IV

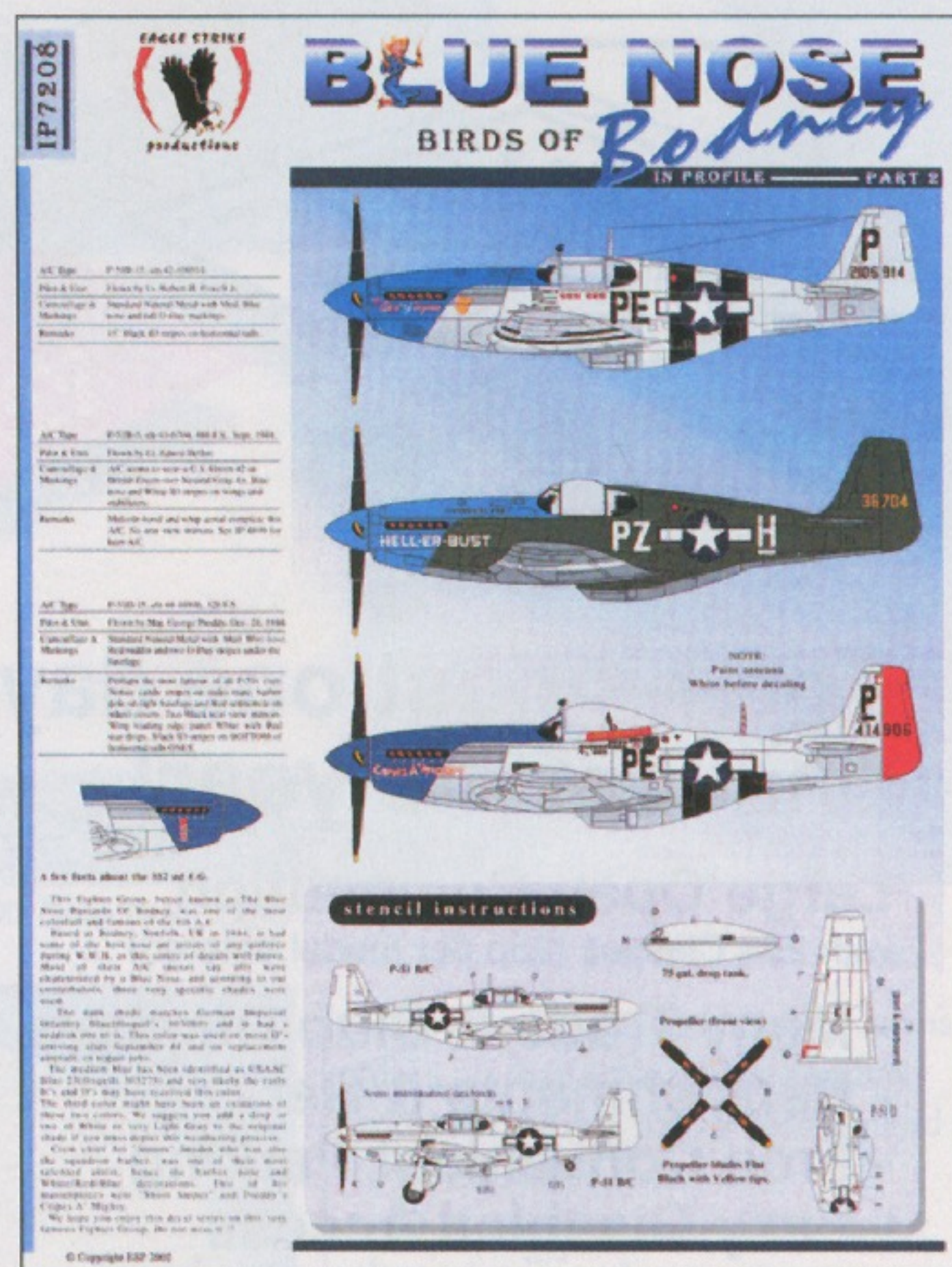
- 1. Me 262A-1a, W/Nr. 110376, 'White 7' flown by Fw Böckel of III./EJG 2, Neubiberg, May 1945.
- 2. Me 262A-1a, W/Nr. unknown, flown by the Gruppe Adjutant of JG 7.
- 3. Me 262A-1a, W/Nr. unknown, flown by Lt Robert Strobell of

'Watson's Whizzers'. Aircraft was captured at Lechfeld.

- 4. Me 262A-1a, W/Nr. 500226, 'White 4' of 9/JG 7.
 - 5. Me 262A-2a, W/Nr. 500210 (possibly?), 'Yellow 17' of 3/JG 7 and flown by Lt Hans Dorn.
- This sheet offers two sets of stencils and enough national insignia for all five machines.

48093 - Corsair Collection Part III

- 1. F4U-1a, 'Lonesome Polecat' flown by Lt.Jg. Merl W. Davenport of VF-17 at Bougainville in 1944.
- 2. F4U-1D, 'Spirit of 76' flown by



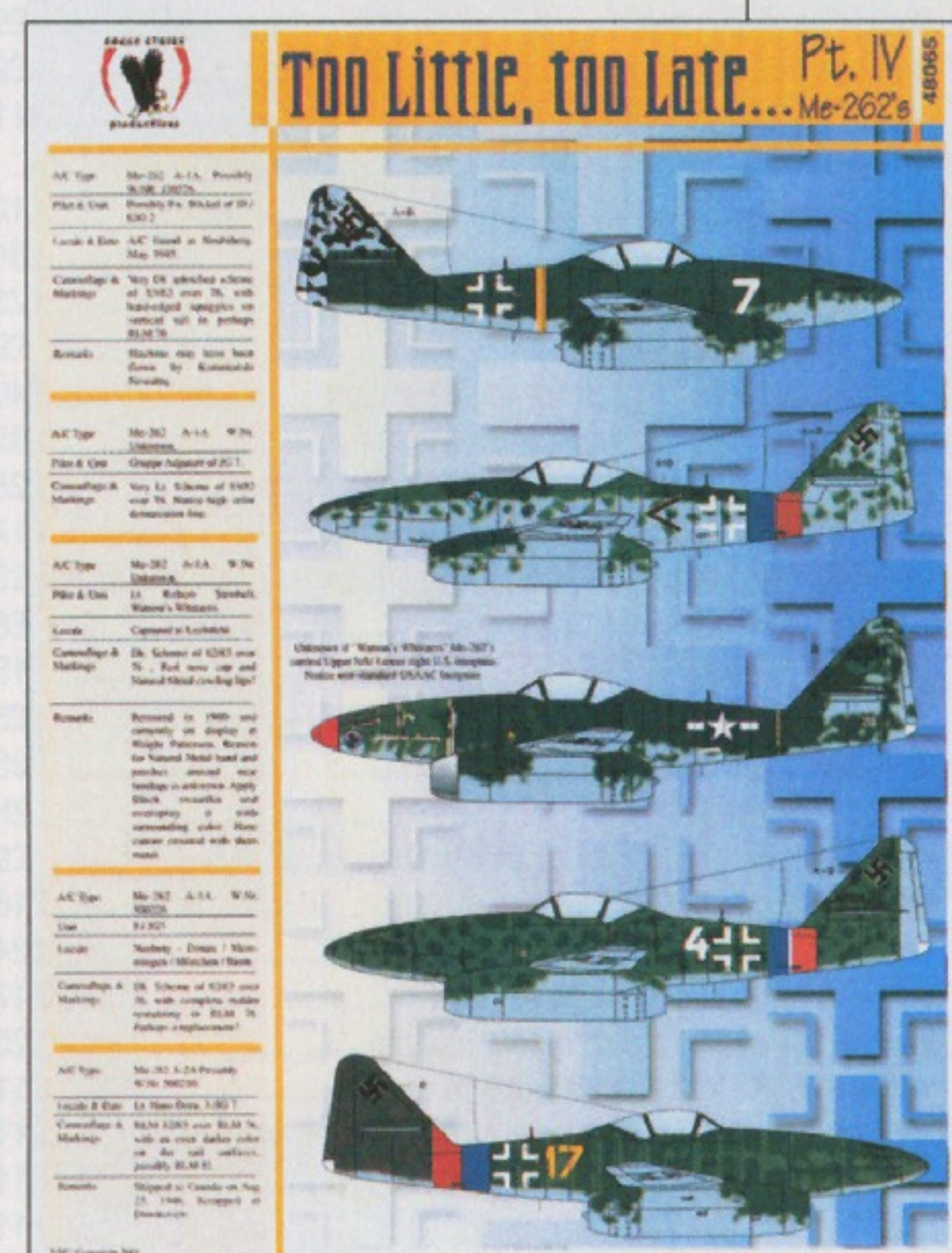
IP7208 Blue Nose Birds of Bodney In Profile Part 2 of 6 - ESP

Maj. Robert G. Owens Jr of VMF-215 from Munda Airstrip in August 1943.

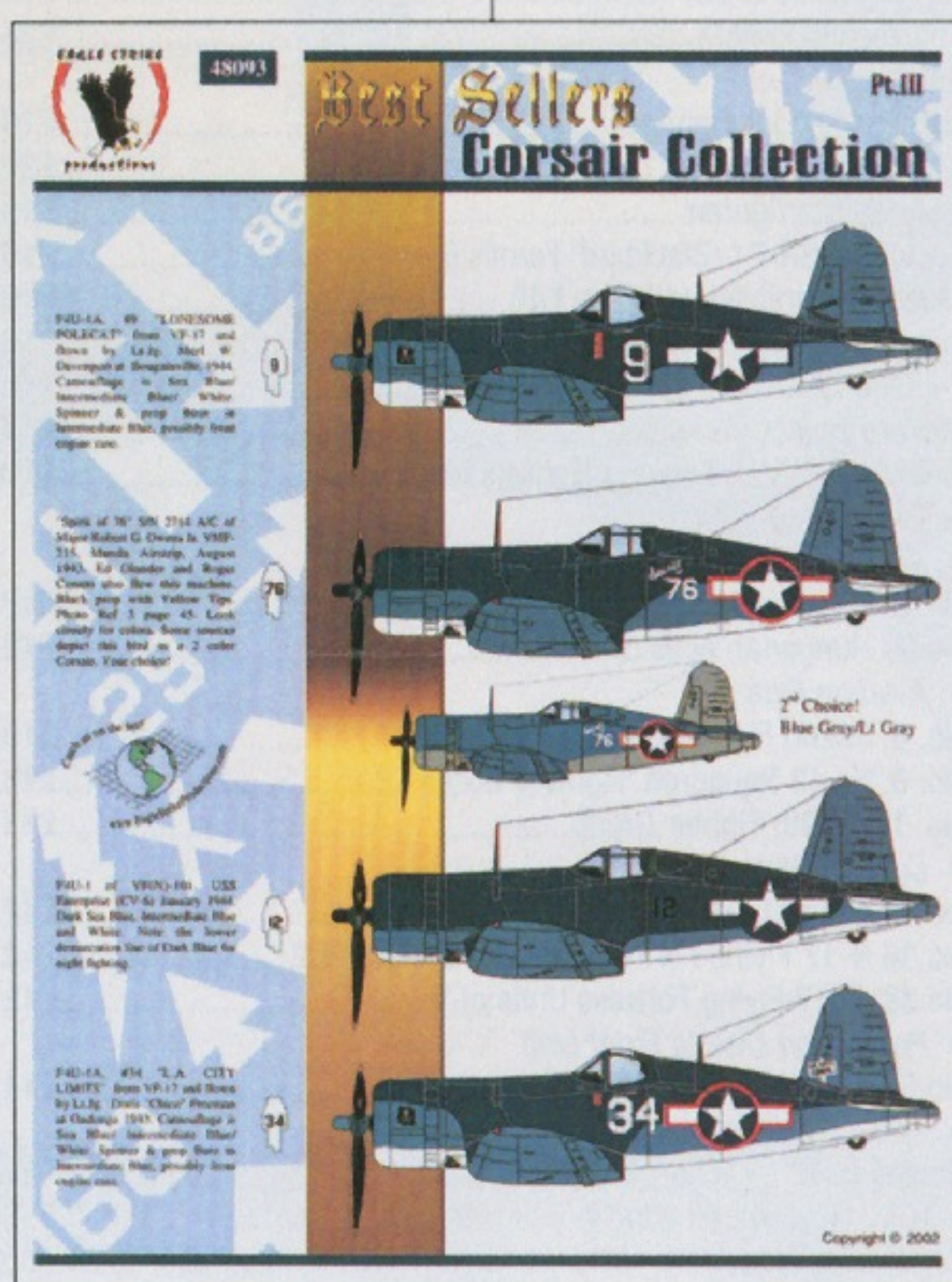
- 3. F4U-1 of VF(N)-101 on USS Enterprise in January 1944.
 - 4. F4U-1A, 'LA City Limits' of VF-17, flown by Lt.Jg. Doris 'Chico' Freeman at Ondonga in 1943.
- This sheet offers enough national insignia for all five options, but no stencils.

48094 - Corsair Collection Part IV

- 1. F4U-1D, USS Hancock, March 1945.



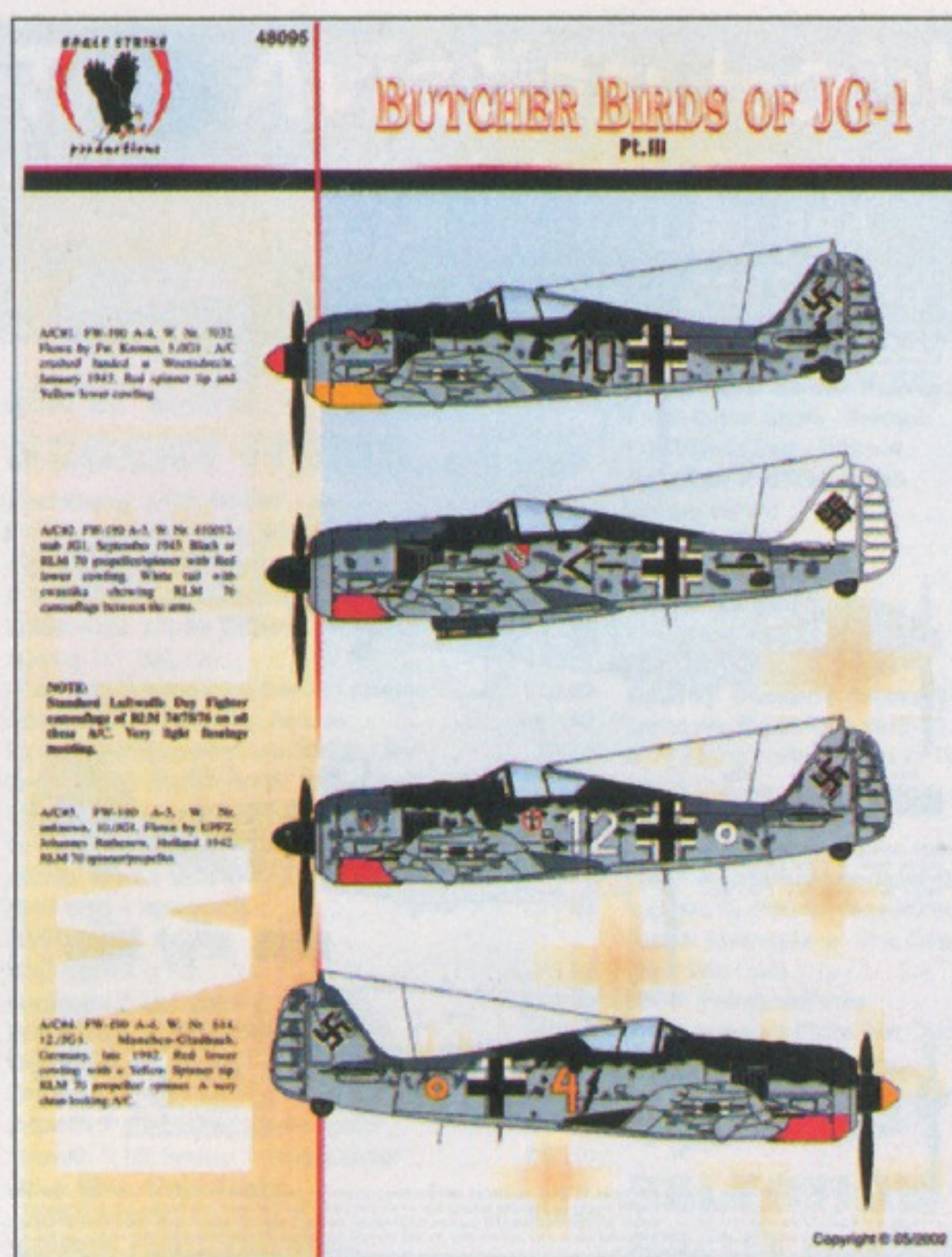
48065 Too Little, too Late... Me 262 Pt.IV - ESP



48093 Corsair Collection Part III - Eagle Strike Productions



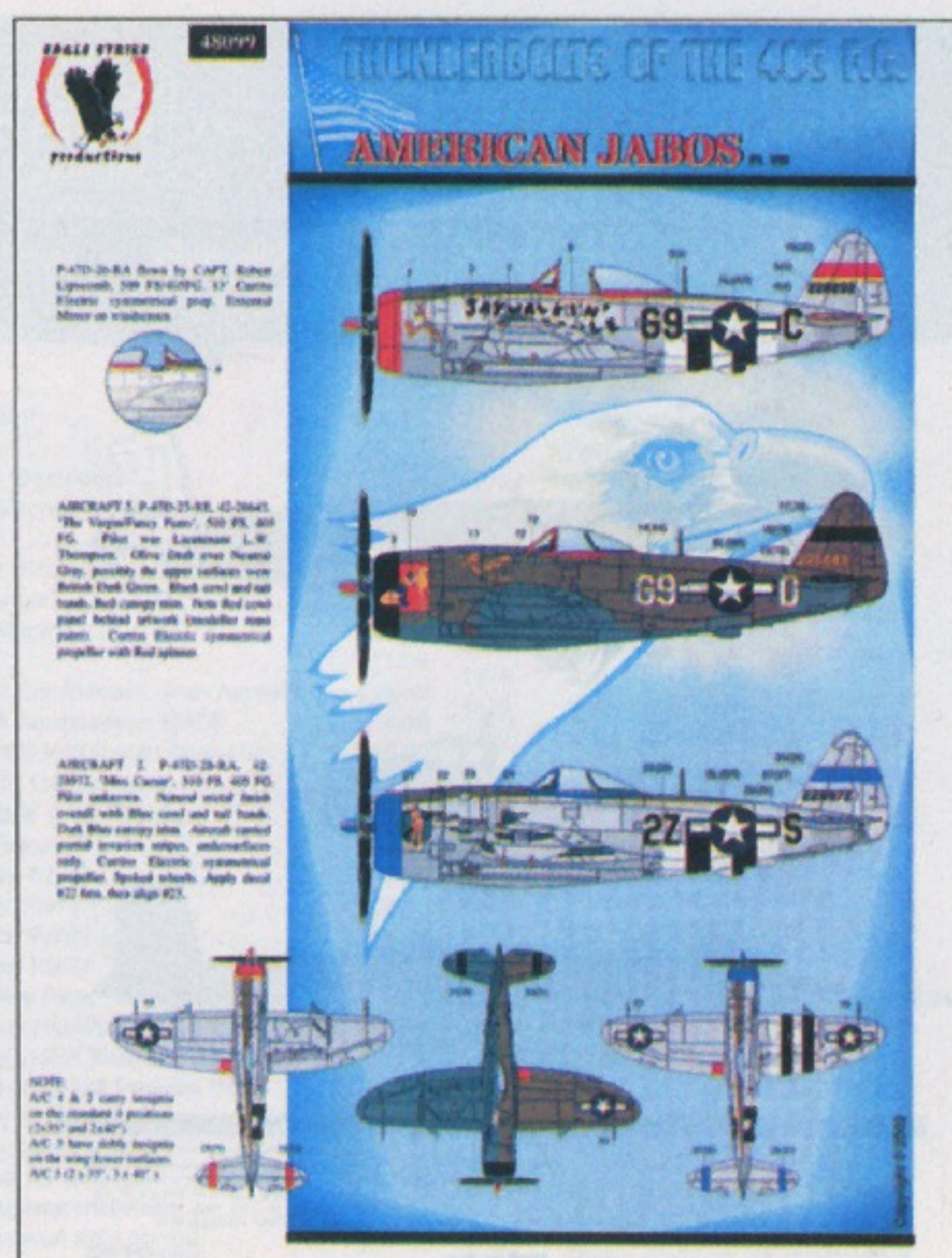
48094 Corsair Collection Part IV - Eagle Strike Productions



48095 Butcher Birds of JG1 Part III - Eagle Strike Productions



48098 American Jabos Part VII - Eagle Strike Productions



48099 American Jabos Part VIII - Eagle Strike Productions

- 2. F4U-1D, VF-84, USS Bunker Hill, Okinawa, April 1945.
 - 3. F4U-1D, VBF-88, USS Yorktown, July 1945.
 - 4. F4U-4, USS Lake Champlain, June 1945.
 - 5. F4U-1C, VBF-99, USS Shangri-La, July 1945.
 - 6. F4U-4, VF-10, USS Intrepid, August 1945.
- This sheet offers enough national insignia for two options, but no stencils.

48095 - Butcher Birds of JG1 Part III

- 1. Fw 190A-4, W/Nr. 7032, 'Black 10' flown by Fw. Kromer of 5/JG1, January 1943.
- 2. Fw 190A-5, W/Nr. 410012 of Stab JG1, September 1943.
- 3. Fw 190A-3, W/Nr. unknown, flown by Uffz. Johannes Rathenow of 10/JG1, Holland, 1942.
- 4. Fw 190A-4, W/Nr. 614 of 12/JG1 at Munchen-Gladbach in late 1942. This sheet offers enough national insignia for all four options plus stencils for two.

48098 - American Jabos Part VII

- 1. P-47D-21-RE, 42-25520, 'Georgia Peach' flown by Capt. Edward Curry of the 510th FS, 405th FG.
- 2. P-47D-22-RE, 42-25577, 'Fat Cat', flown by Lt. Henry Bakken of the 509th FS, 405th FG.
- 3. P-47D-20-RE, 42-76556, 'Vonnie', flown by William F. McCrystal of the 509th FS, 405th FG. This sheet offers enough national insignia for all three options including stencils.

48099 - American Jabos Part VIII

- 1. P-47D-26-RA, 'Jaywalkin' Molecule' flown by Capt. Robert Lipscomb of the 509th FS, 405th FG.
- 2. P-47D-25-RE, 42-26643, 'The Virgin/Fancy Pants' flown by Lt. L.W. Thompson of the 510th FS, 405th FG.
- 3. P-47D-28-RA, 42-28972, 'Miss Caesar' of the 510th FS, 405th FG. This sheet offers enough national insignia for all three options including stencils.

48103 - Slybirds, the 353rd FG Mustangs Part I

- 1. P-51K-5-NT, 44-11624, 'Donna-mite' of the 352nd FS in February 1945.
- 2. P-51D-20-NA, 44-73060, 'Dove of Peace', flown by Capt. Glenn E. Duncan, the Commanding Officer of the 353rd FG in April 1945. This sheet offers enough national insignia for both options including stencils.

48104 - Slybirds, the 353rd FG Mustangs Part II

- 1. P-51D-20-NA, 44-63864, 'Double Trouble' flown by Lt. Col. William B. Bailey, Group Executive Officer of the 353rd FG in November 1944.
- 2. P-51D-20-NA, 44-72374, 'Betty-E' flown by Lt. Col. Wayne Blickenstaff of the 350th FS in March 1945. This sheet offers enough national insignia for both options including stencils.

48112 - Phantoms Phorever Part VII

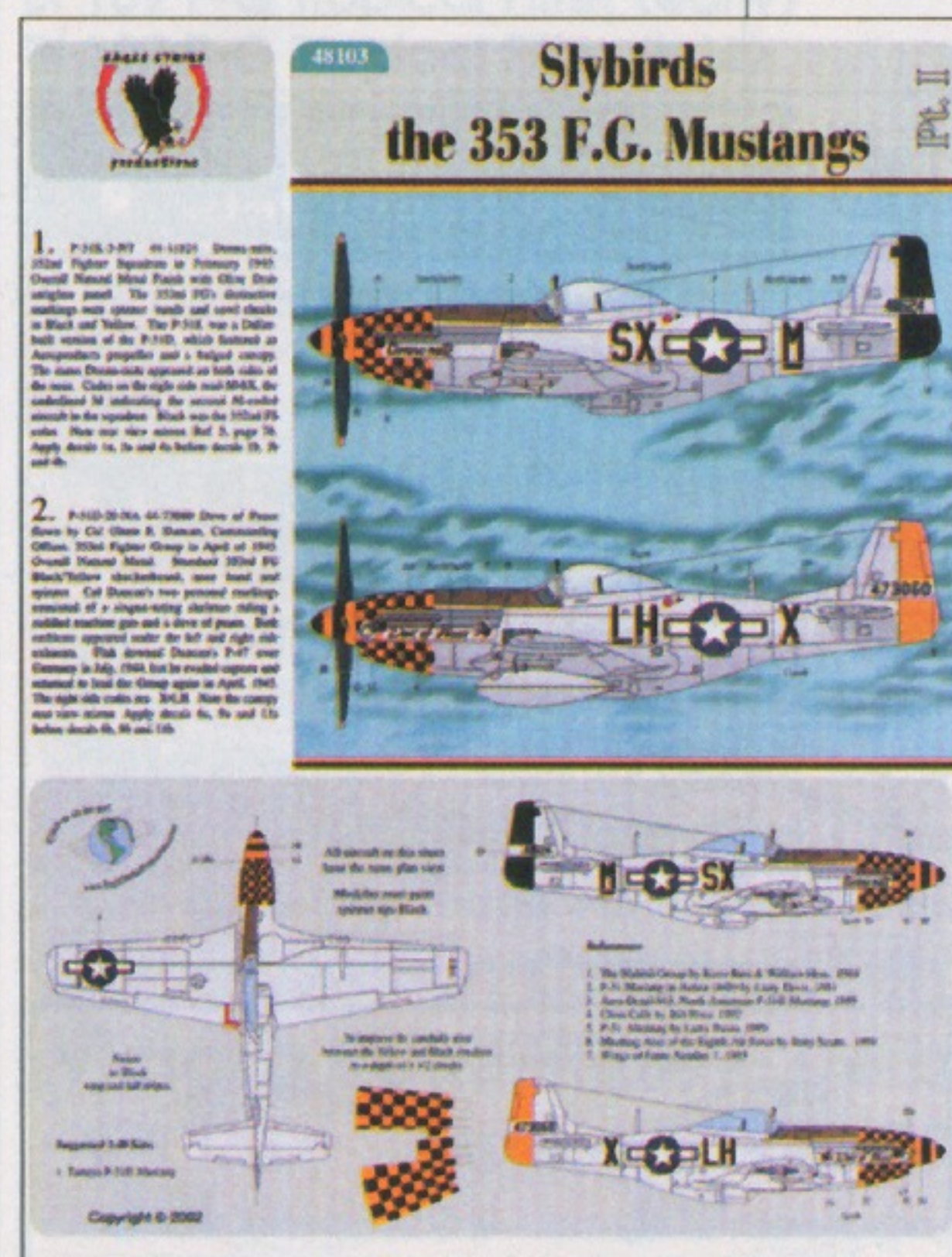
- 1. F-4N, BuNo. 150480, Air Wing 14 CAG bird of VMFA-323 'Death Rattlers' on USS Coral Sea in 1979/80.
- 2. F-4J, BuNo. 153879 of VMFA-235 'Death Angels' at MCAS Kaneohe Bay, Hawaii in January 1975.
- 3. F-4J, BuNo. 155821 in bicentennial colours with VMFA-451 on USS Forrestal in 1976. This sheet offers enough national insignia for just one option and no stencils.

48113 - Mitchel Strafers

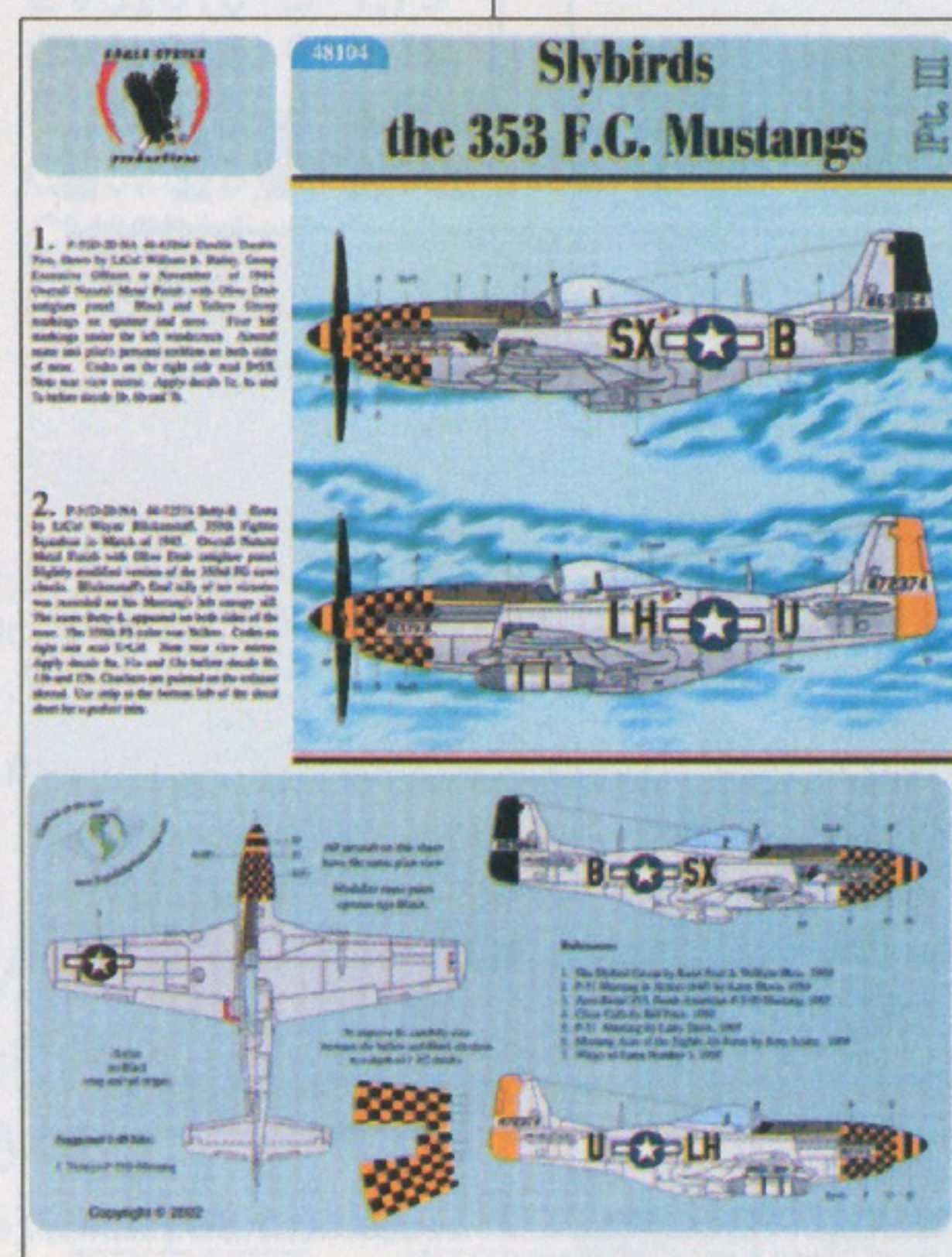
- 1. B-25D-1, 'Red Wrath' of the 498th BS, February 1944.
- 2. B-25D-1, 'Saturday Nite' of the 500th BS in February 1944. This sheet offers enough national insignia for both options, but no stencils.

48120 - Bf 109s of the Balkans Part I

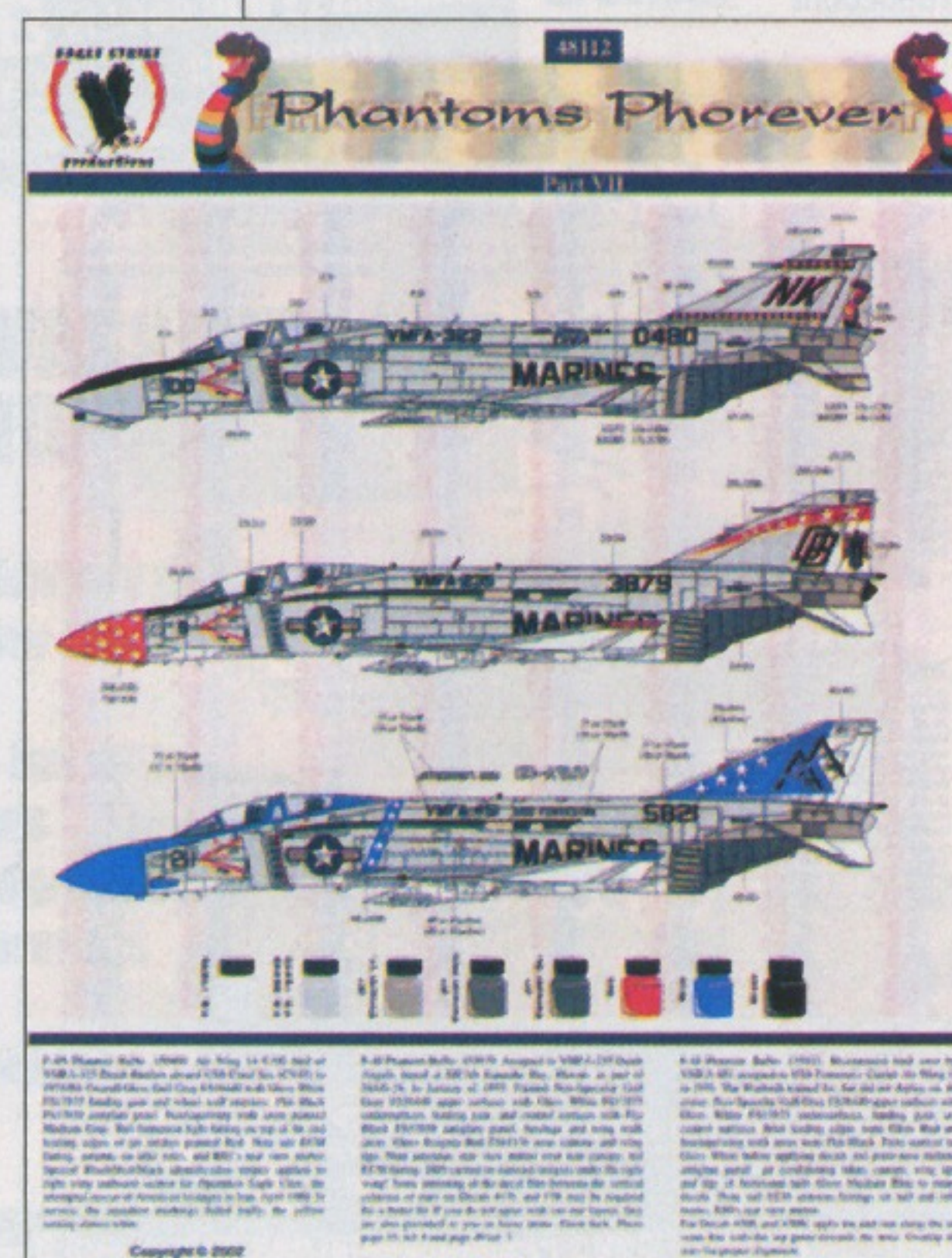
- 1. Bf 109E, 'Black 10' flown by Uffz. Fritz Borchert of 9./JG77 in



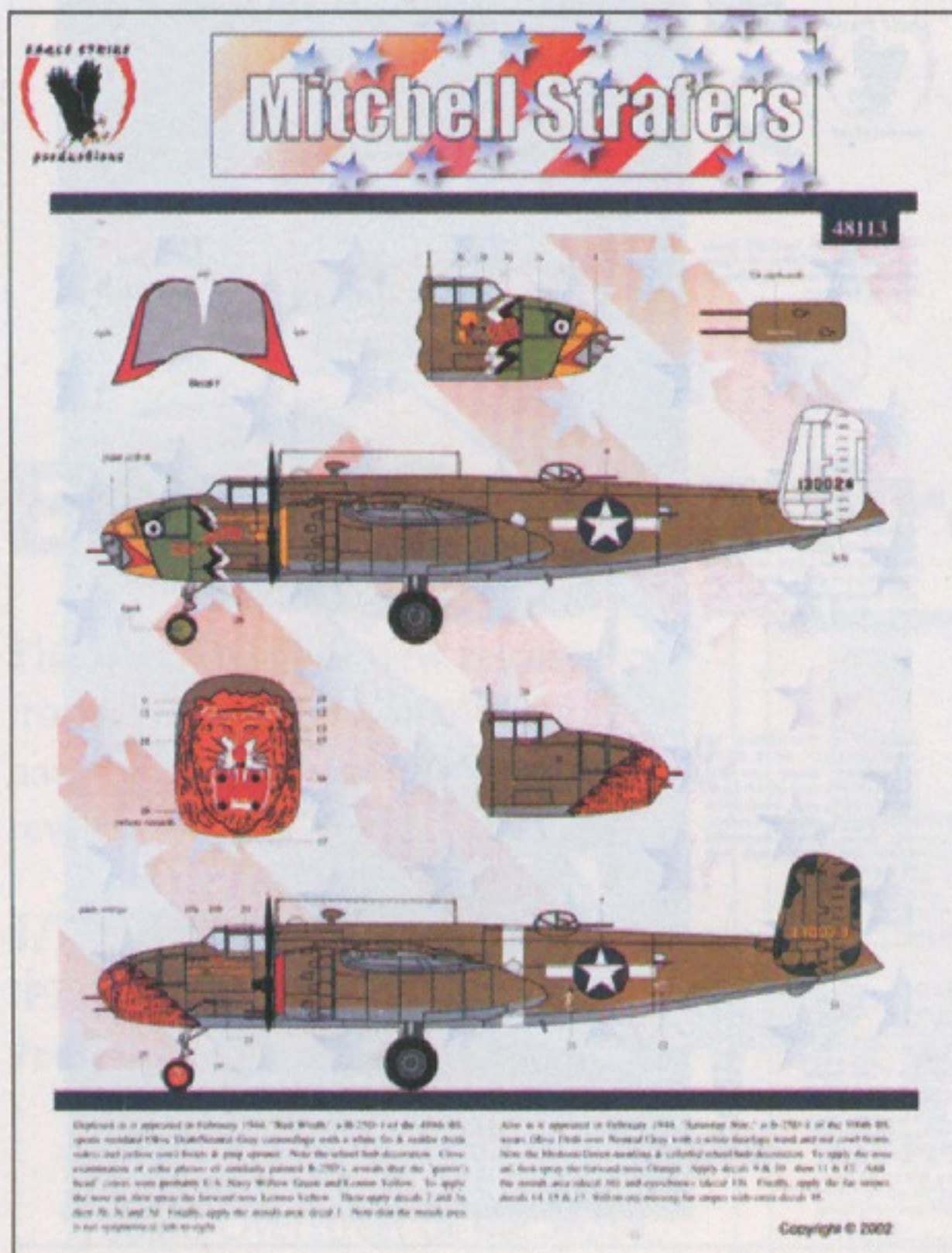
48103 Slybirds, the 353rd FG Mustangs Part I - Eagle Strike Productions



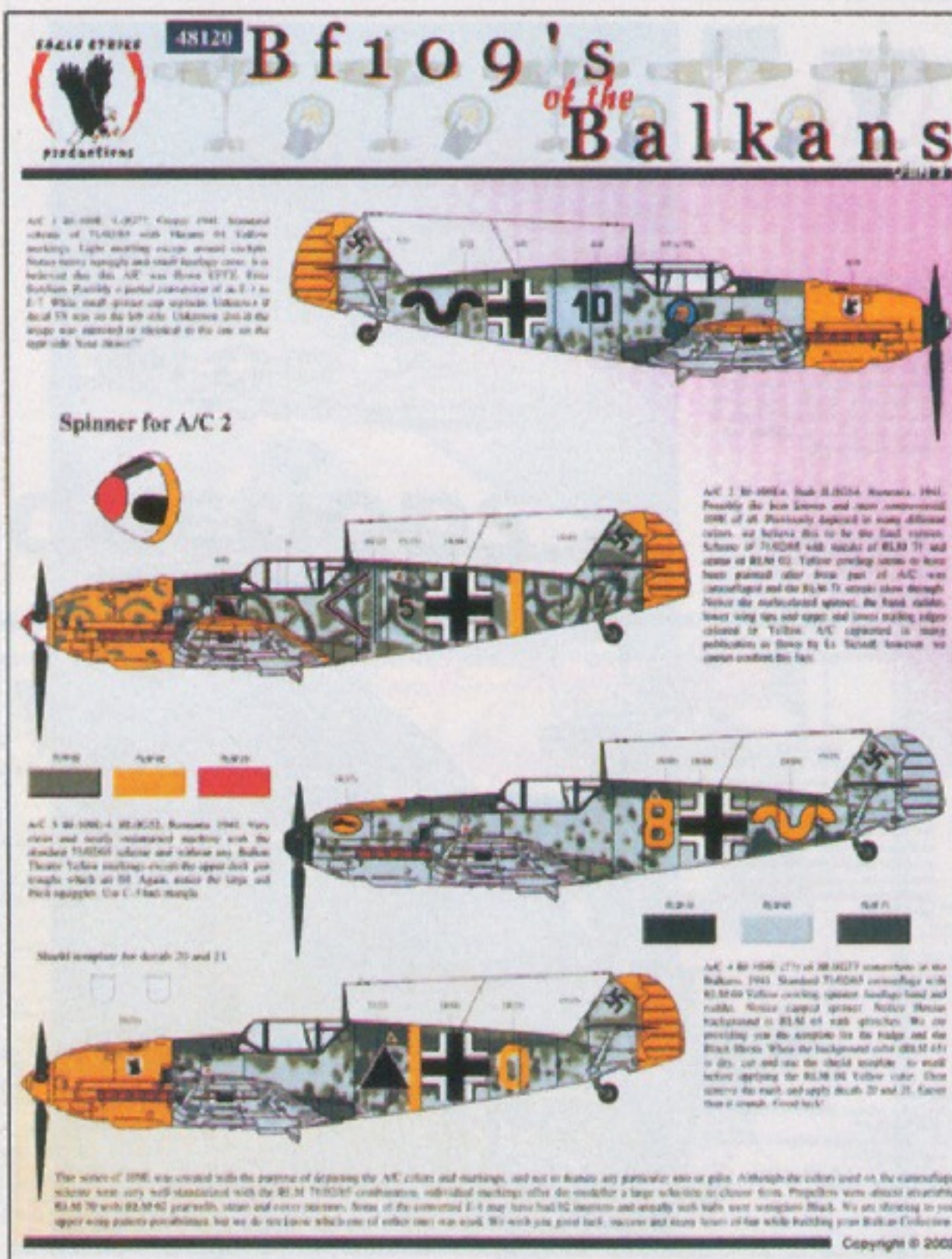
48104 Slybirds, the 353rd FG Mustangs Part II - Eagle Strike Productions



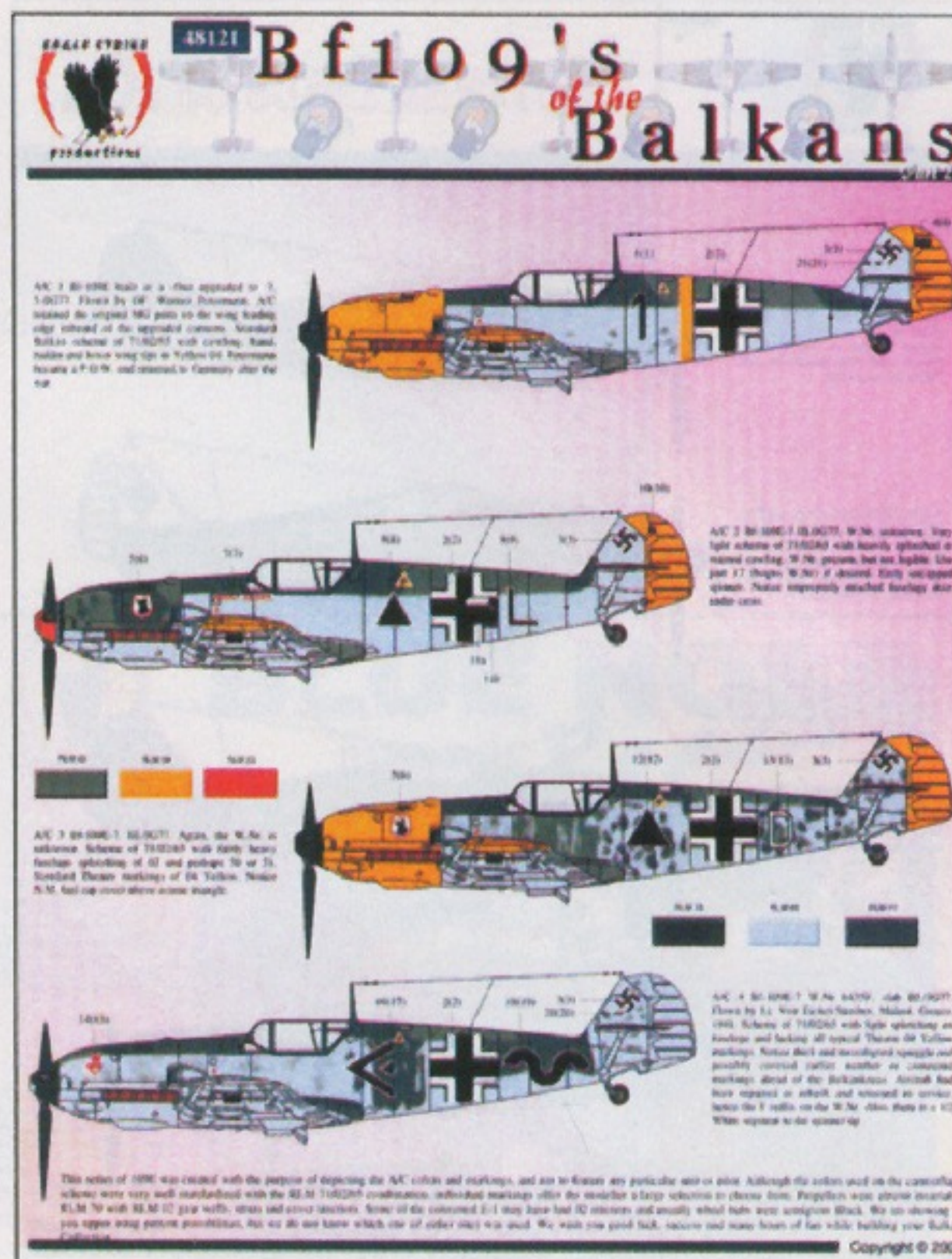
48112 Phantoms Phorever Part VII - Eagle Strike Productions



48113 Mitchell Strafers - Eagle Strike Productions



48120 Bf 109s of the Balkans Part 1 - Eagle Strike Productions



48121 Bf 109s of the Balkans Part 2 - Eagle Strike Productions

- Greece in 1941.
- 2. Bf 109E-4, 'Black 5' of Stab II./JG54 based in Rumania in 1941.
 - 3. Bf 109E-4, 'Yellow 8' of III./JG52 based in Rumania in 1941.
 - 4. Bf 109E of III./JG77 in the Balkans in 1941.
- This sheet offers enough national insignia for all three options, plus two sets of stencils.



48124 Night Hurricanes Part 1 - Eagle Strike Productions

- 48121 - Bf 109s of the Balkans Part 2**
- 1. Bf 109E-7, 'Black 1' flown by Offz. Werner Peterman of 5./JG77.
 - 2. Bf 109E-7, 'Black L' of III./JG 77.
 - 3. Bf 109E-7, 'White D' of III./JG77.
 - 4. Bf 109E-7, W/Nr. 6435F flown by Lt. von Eichel-Streiber of III./JG77 at Malaoi, Greece in 1941.
- This sheet offers enough national insignia for all four options, plus two sets of stencils.

- 48124 - Night Hurricanes Part I**
- 1. Mk IIc, BE500, LK-A, 'United Provinces of Cawpore I' flown by Sqn Ldr D.G. Smallwood DFC, No. 87 Sqn, RAF Charny Down, 1942.
 - 2. Mk IIc, Z3092, QO-T of No.3 Sqn, RAF Stapleford Tawney in September 1941.
 - 3. Mk IIc, Z3971, SW-s, 'Samastimans II' of No. 253 Sqn, RAF Highbaldstow in 1941.
 - 4. Mk IIc, HL864, LK-?, September 1942.

- 48125 - Colourful Fokkers**
- 1. D.VII (OAW) flown by Uffz. Niemczyk of Jasta 50 in 1918.
 - 2. D.VII (OAW), S/No. 4649/18, flown by Gef Wilhelm Scheutzel of Jasta 65 in 1918.
 - 3. D.VII, flown by VzFz Heinrich Stor of Jasta 66 in 1918.
- This sheet offers enough national insignia for all three options. Note that no lozenge fabric decals are included.

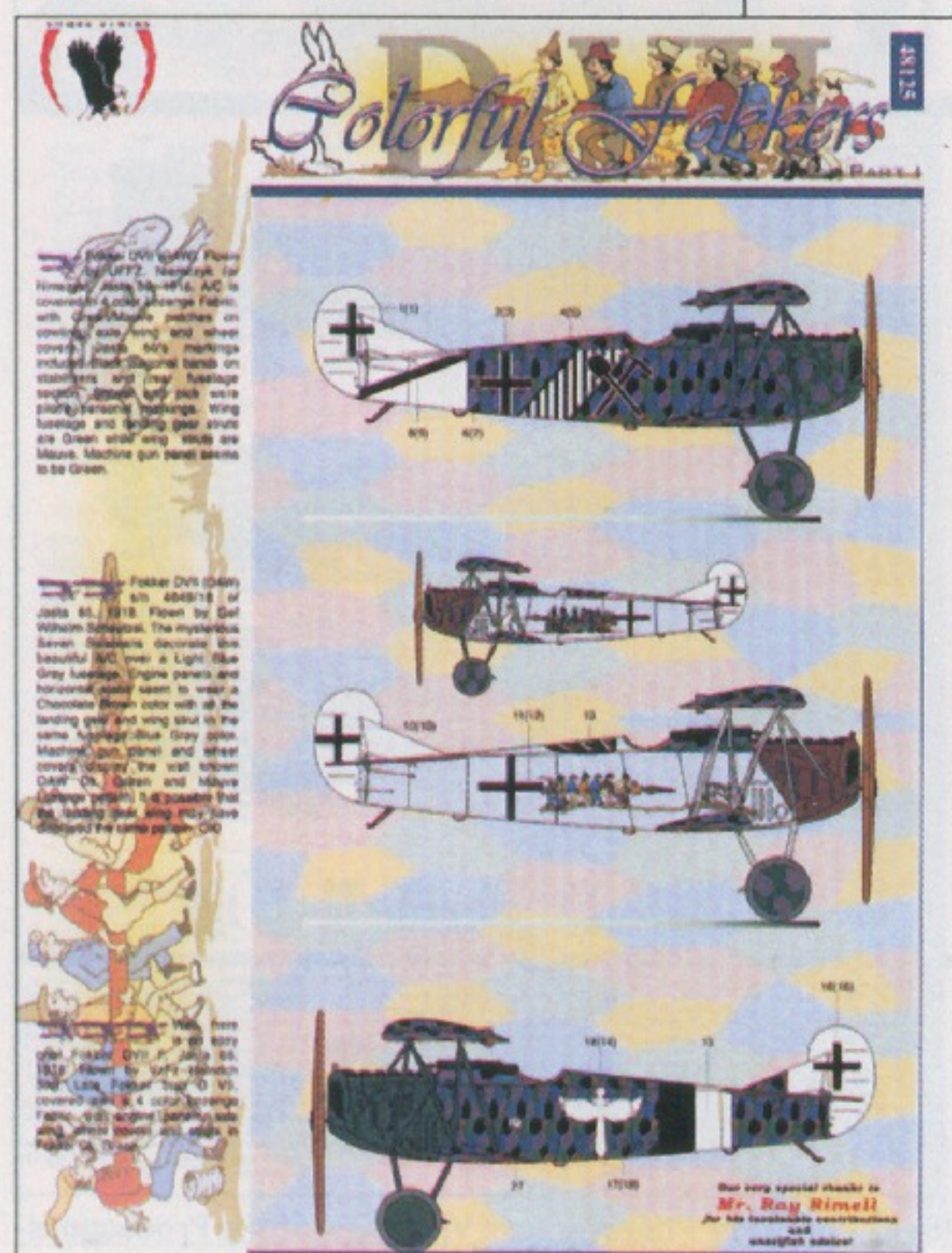
- 48126 - Night Hurricanes Part 2**
- 1. Mk IIc, BD929, ZY-S.
 - 2. Mk IIc, BE581, JX-E, 'Night reaper', flown by Flt Lt K.M. Kuttelwascher DFC & Bar, No.1 Sqn, RAF Redhill, May 1942.
 - 3. Mk IIc, BE581, JX-E, flown by Flt Lt K.M. Kuttelwascher, No.1 Sqn, RAF Redhill, May 1942.
 - 4. Mk IIc (serial unknown), LK-R, 'Night Duty' of No. 87 Sqn, RAF Charny Down, September 1942.
- This sheet offers enough national insignia for all four options.

- I/32nd Scale**
- 32046 - Korean Aces, F-86 Sabre Jets Part II**
- 1. F-86F-30, S/No. 52-4341, 'MiG Poison/Norine', flown by Maj. James Hagerstrom of the 67th FBS, 18th FBG based at Osan in the Spring of 1953.
 - 2. F-86F-10, S/No. 51-12958, 'The Paper Tiger/Heavens Above' flown by Capt. Harold Fischer of the 39th FIS, 51st FIG based at Suwon in early 1953.
- This sheet offers enough national insignia for one option, but no stencils.

Conclusion

Another excellent selection of sheets from Eagle Strike. They are all to the highest standard and the colour instructions are comprehensive and informative.

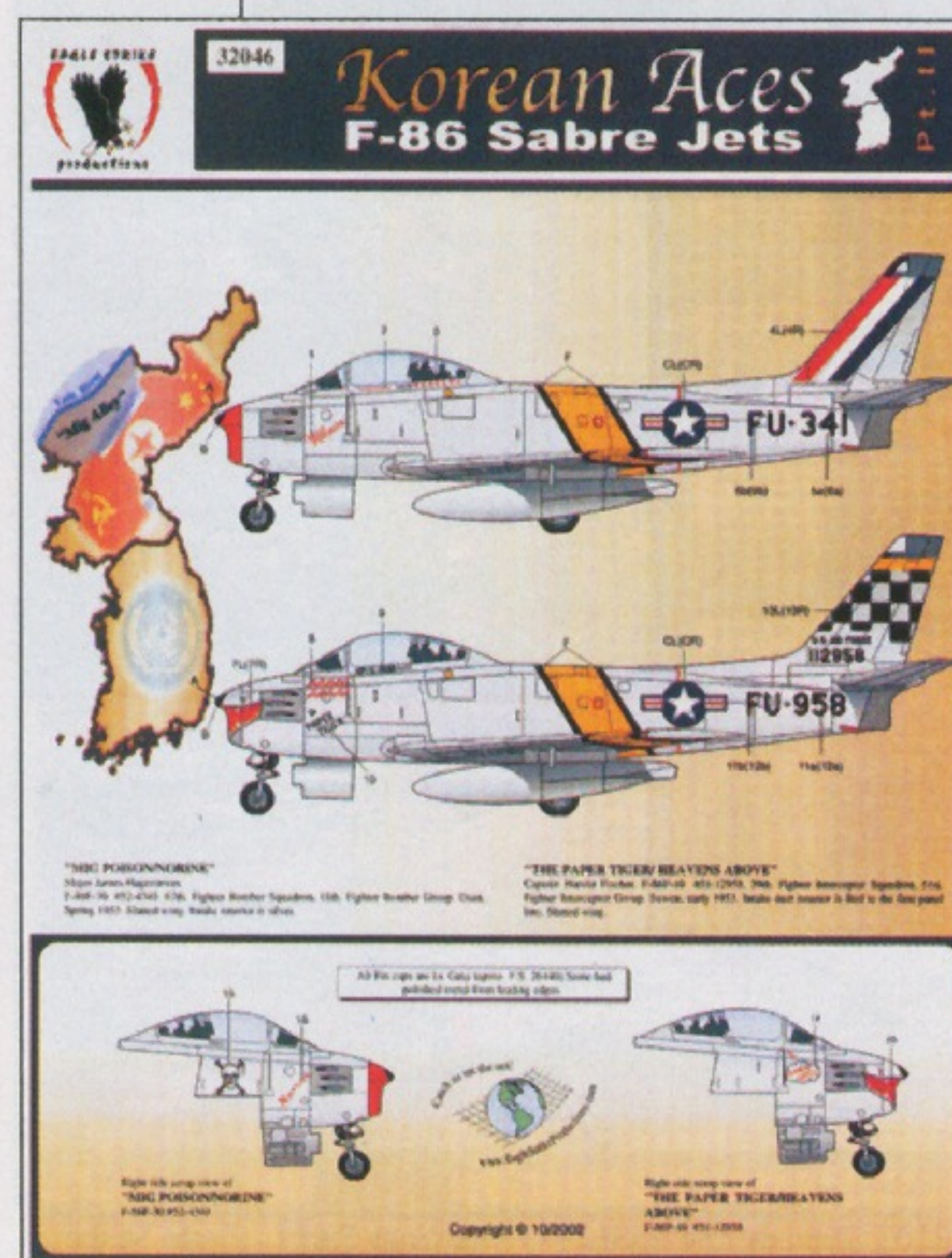
Our thanks to Eagle Strike Productions for the review samples. UK modellers can obtain this range from Hannants.



48125 Colourful Fokkers - Eagle Strike Productions



48126 Night Hurricanes Part 2 - Eagle Strike Productions



32046 Korean Aces, F-86 Sabre Jets Part II - ESP

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Xtradecals

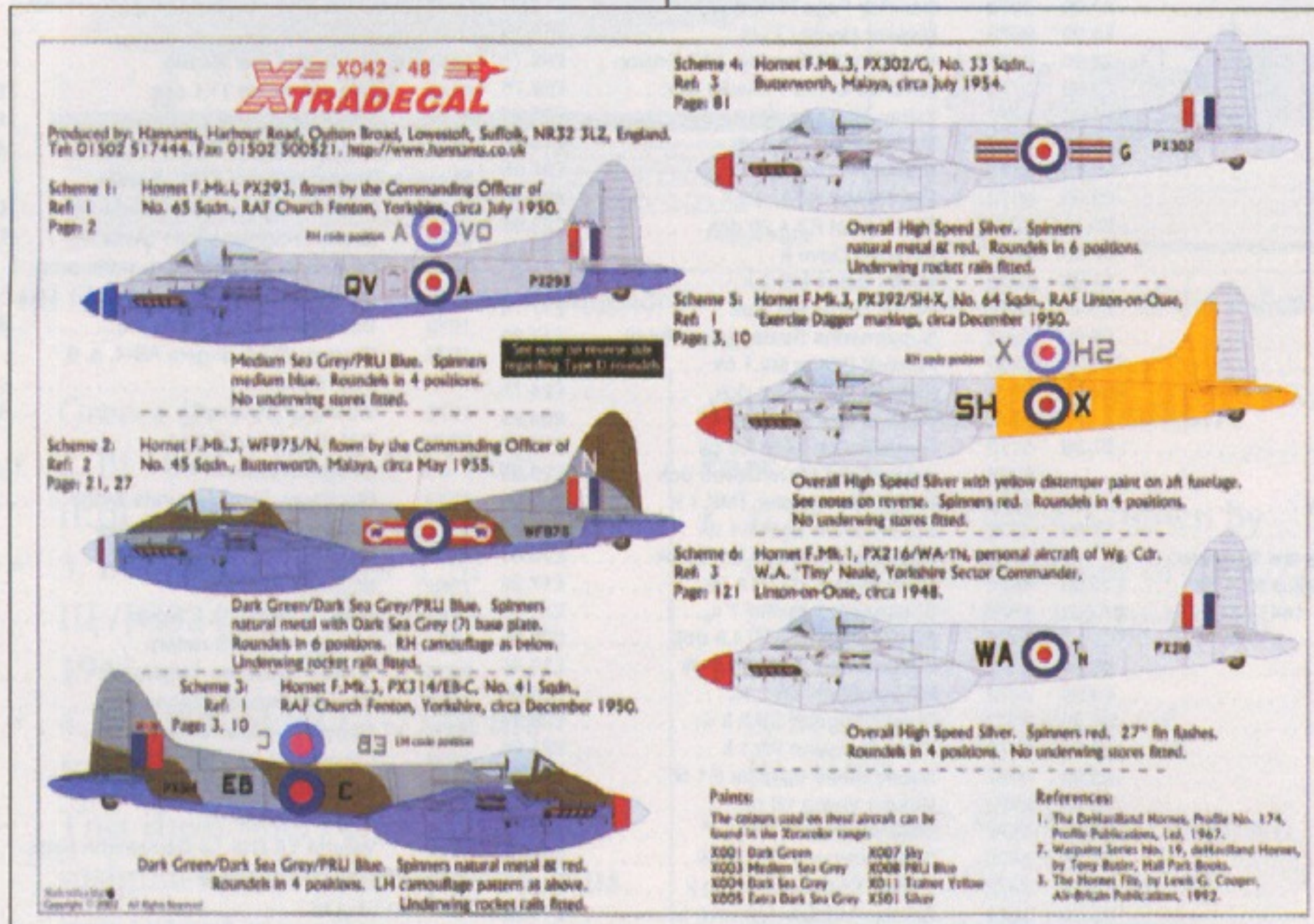
A new sheet to accompany the recently released D.H. Hornet has just been produced by Xtradecal and a sample of it has been passed directly to us for review.

1/48th Scale

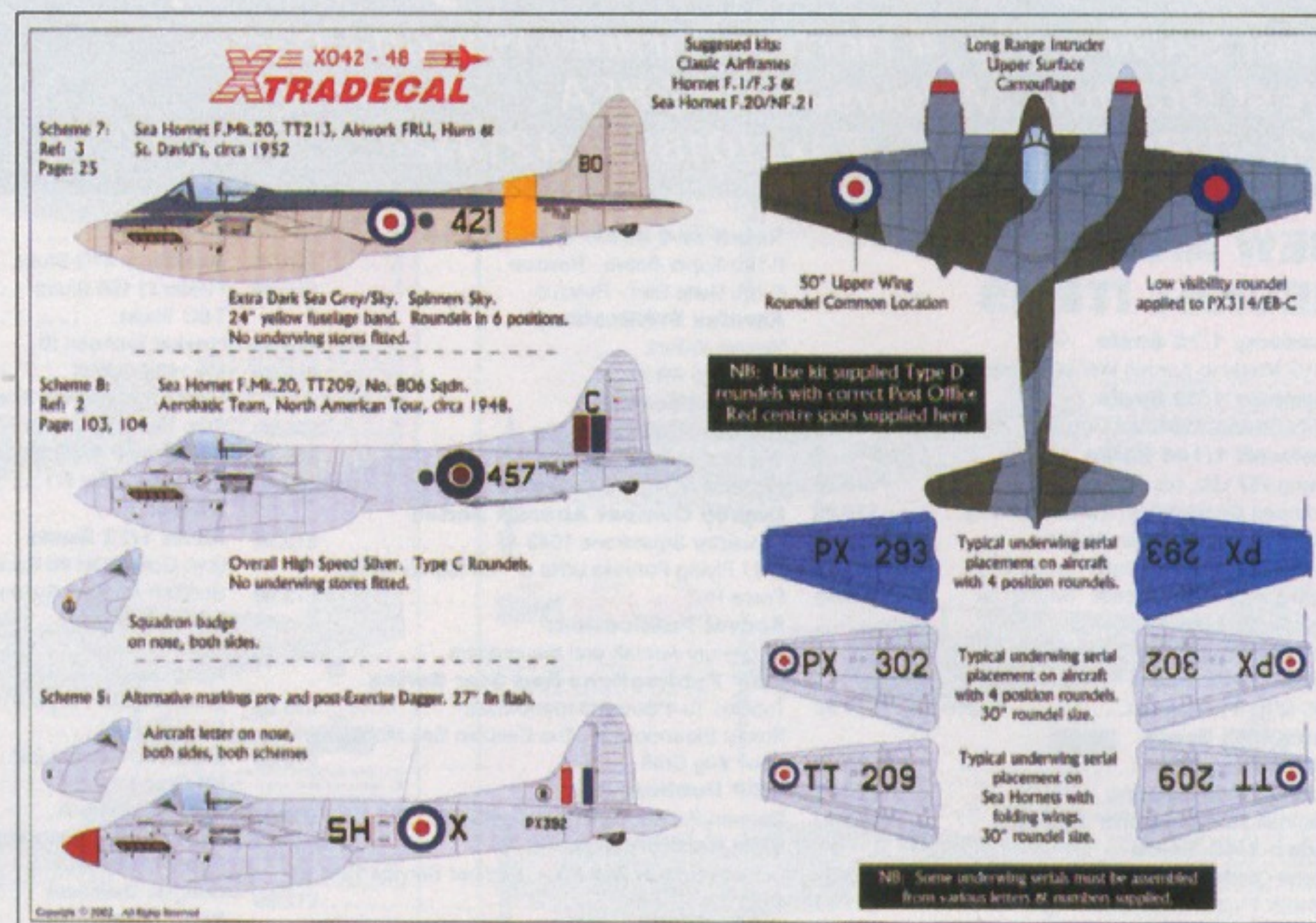
X042-48 - RAF D.H. Hornet & RN Sea Hornet

- 1. Hornet F Mk 1, PX293, QV•A flown by the Commanding Officer of No. 65 Squadron, RAF Church Fenton, July 1950.

- 2. Hornet F Mk 3, WF975, 'N' flown by the Commanding Officer of No.45 Squadron, RAF Butterworth, Malaya, May 1955.
- 3. Hornet F Mk 3, PX313, EB•C of No. 41 Squadron, RAF Church Fenton, December 1950.
- 4. Hornet F Mk 3, PX302, •G of No. 33 Squadron, RAF Butterworth, Malaya, July 1954.
- 5. Hornet F Mk 3, PX392, SH•X of No. 64 Squadron, RAF Linton-on-Ouse during



X042-48 RAF D.H. Hornet & RN Sea Hornet - Xtradecal



X042-48 RAF D.H. Hornet & RN Sea Hornet - Xtradecal

'Exercise Dagger' in December 1950. Post-Exercise Dagger markings are also included on this sheet

- 6. Hornet F Mk 1, PX216, WA•TN, the personal aircraft of Wg Cdr W.A. 'Tiny' Neale, Yorkshire Sector Commander, RAF Linton-on-Ouse, 1948.
- 7. Sea Hornet F Mk 20, TT213, •421/BO, Airwork FRU, Hurn and St Davids, 1952.
- 8. Sea Hornet F Mk 20, TT209, •457/C of No. 806 Squadron,

aerobatic team during a North American Tour in 1948.

Conclusion

A superb sheet and one that is sorely needed as the national insignia decals in the kit are the wrong colours. This sheet corrects that and give you eight new schemes to choose from. Highly recommended to all.

Our thanks to Hannants for the review sample.

Lifelike Decals

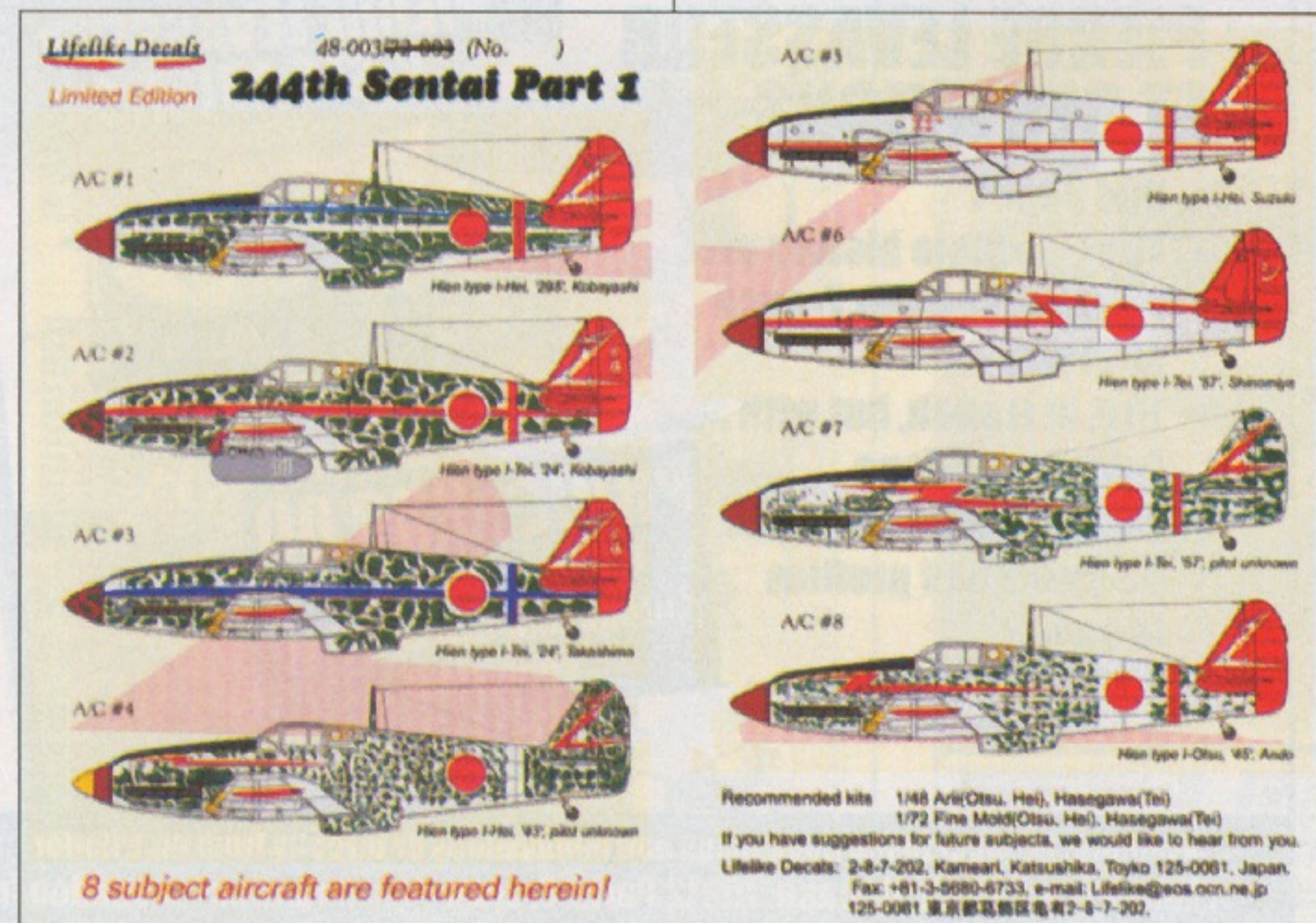
Some of you may recall this new Japanese manufacturer, as we reviewed their first sheets back in February 2002 (Vol 8 Iss 2), well their next couple of sheets have been passed directly to us for review.

1/48th Scale

48-003 - 244th Sentai Part 1

- 1. Ki-61-I Hei, #3295, flown by Capt. Teruhiko Kobayashi of the 244th Sentai based at Chofu AB in January 1945.
- 2. Ki-61-I Tei, #4424, flown by Capt. Teruhiko Kobayashi, the Commander of the 244th Sentai, Chofu AB, March 1945.

- 3. Ki-61-I Tei, #4424 flown by 2nd Lt. Shunzo Takashima of the 159th Shinbu-tai, Chofu AB, early 1945.
- 4. Ki-61-I Hei, #43, pilot unknown, Chofu AB, March to September 1945.
- 5. Ki-61-I Hei, flown by Cpl. Seiichi Suzuki, Chofu AB, February 1945.
- 6. Ki-61-I Tei, #57, flown by 2nd Lt. Tohru Shinomiya, Chofu AB, 3rd December 1944.
- 7. Ki-61-I Tei, #57, pilot unknown, Chofu AB, March 1945.
- 8. Ki-61-I Otsu, #45, flown by Cpl. Kiyoshi Ando who landed at Narimasu AB on the 9th January 1945.



48-003 244th Sentai Part 1 - Lifelike Decals

48-004 - 244th Sentai Part 2

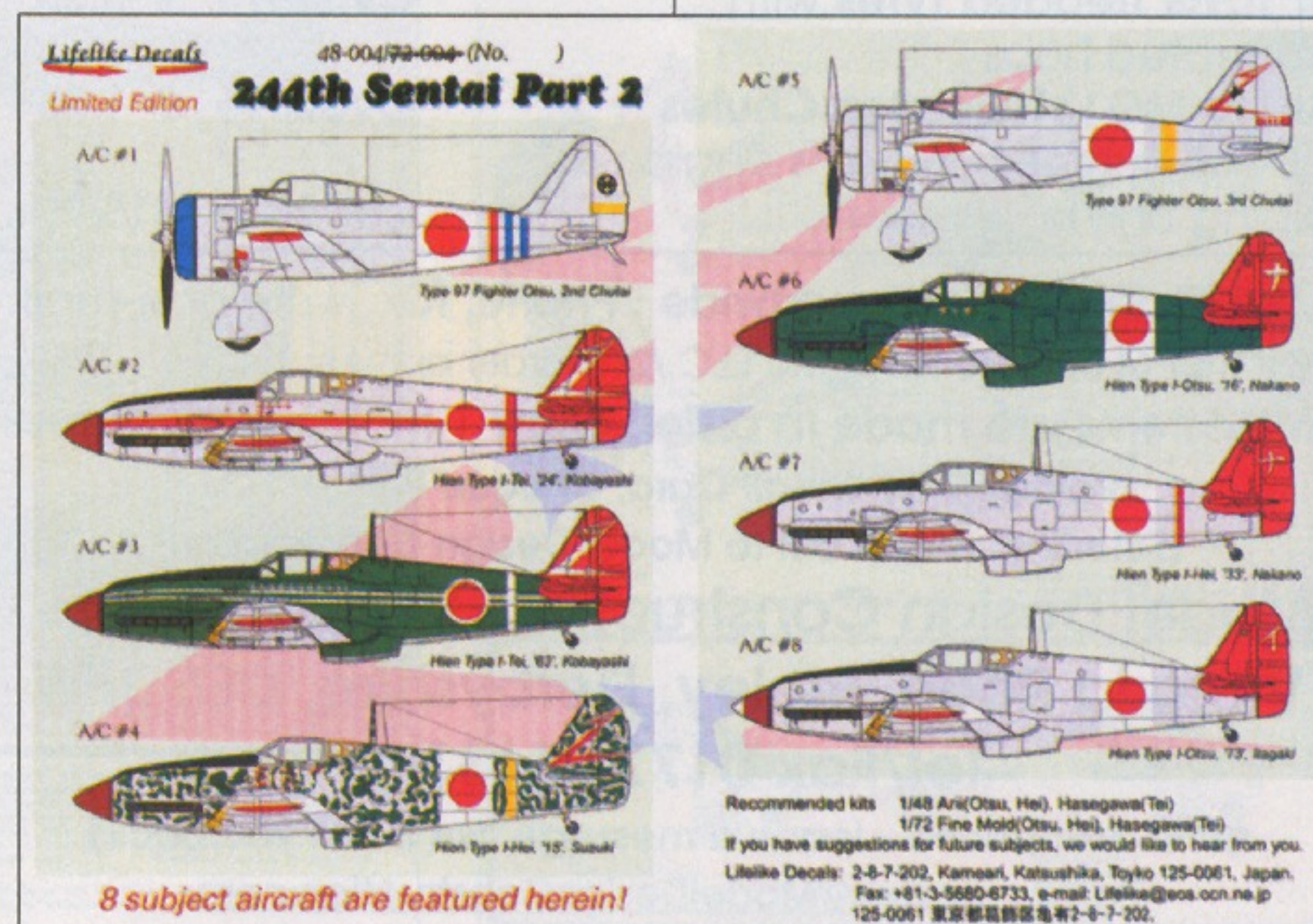
- 1. Ki-27 Otsu of the 2nd Chutai, Chofu AB, Autumn of 1942.
- 2. Ki-61-I Tei, #4423 flown by Capt. Teruhiko Kobayashi, the Commander of the 244th Sentai, Chofu AB, 10th February 1945.
- 3. Ki-61-I Tei, #5262, reserve aircraft for Teruhiko Kobayashi, Chofu AB, April 1945.
- 4. Ki-61-I Hei, #15, flown by Cpl. Seiichi Suzuki, Chofu AB, 29th January 1945.
- 5. Ki-27 Otsu, 3rd Chutai, Chofu AB, Autumn of 1943.
- 6. Ki-61-I Otsu, #16, flown by Cpl.

Matsumi Nakano, Chofu AB, late February 1945.

- 7. Ki-61-I Hei, #33, flown by Cpl. Matsumi Nakano, Chofu AB, 3rd December 1944.
- 8. Ki-61-I Otsu, #73, flown by Sgt Masao Itagaki, Chofu AB, early 1945.

48-005 - 244th Sentai Part 3

- 1. Ki-61-I Tei, #87, flown by Teruhiko Kobayashi the Commander of the 244th Sentai, Akeno AB, May 1945.
- 2. Ki-100 Otsu, flown by Teruhiko Kobayashi, Chofu AB, 17th May 1945.



48-004 244th Sentai Part 2 - Lifelike Decals

- 3. Ki-61-I Tei, #5262, flown by 2nd Lt. Yujiro Itakura, Chofu AB, 19th March 1945.
- 4. Ki-61-I Tei, probably of the 159th of 160th Shinbu-tai (Special Attack Squadron), Ashiya AB, October 1945.
- 5. Ki-61-I Tei, #4424 flown by Capt. Teruhiko Kobayashi the Commander of the 244th Sentai, Chofu AB, late December 1944 or early January 1945.
- 6. Ki-61-I Otsu, #16, probably flown by Capt. Fumisuke Shono, Chofu AB, 23-24th February 1945.
- 7. Ki-61-I Hei, #88, flown by Capt. Fumisuke Shono, Chofu AB, 23-24th February 1945

- 8. Ki-61-I Hei, #71, pilot unknown, Soyokaze-tai. Chofu AB, late February 1945.

Conclusion

Each of these sheets has full-colour instructions and has been printed by Propagteam. Each is a limited edition, so they are well worth investing in. 1/72nd scale versions are also available.

Our thanks to Lifelike Decals for the review samples. UK modellers can obtain this range, we believe, via Hannants.

Lifelike Decals 48-005/98-005 (No.)
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AC #1
Ki-61-I Tei, '87', Kobayashi T.

AC #2
Type 5 Fighter Otsu, Kobayashi

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AC #4
Ki-61-I Tei, Shinbu-tai

AC #5
Ki-61-I Tei, '24', Kobayashi

AC #6
Ki-61-I Otsu, '16', Shono

AC #7
Ki-61-I Hei, '88', Shono

AC #8
Ki-61-I Hei, '71', Soyokaze-tai

Recommended kits: 1/48 Arisaka (Heli), Hasegawa (Tei)
1/72 Fine Mold (Otsu, Hei), Hasegawa (Tei)
If you have suggestions for future subjects, we would like to hear from you.
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8 subject aircraft are featured herein!

48-005 244th Sentai Part 3 - Lifelike Decals

EagleCals

A new batch of decals from Eagle Editions in their EagleCal range has been produced to coincide with their new book on Maj. Hans 'Assi' Hahn and copies of each sheet have been sent directly to us for review.

1/48th

EC#50 - Major Hans 'Assi' Hahn, Part 1

- 1. Bf 109E-3, Stab I./JG3, September 1939 based at Merseburg, Germany
- 2. Bf 109E-3, 'White 13', 4./NJ2 during the Spring of 1940 in Northern Germany.
- 3. Bf 109E-4, 'White 14', 4./NJ2 during the Summer of 1940 in France.
- 4. Bf 109E-4, III./JG2 during the Autumn of 1940 at Le Havre, France.

EC#51 - Major Hans 'Assi' Hahn, Part 2

- 1. Bf 109F-2, W/Nr. 5749, III./JG2, mid-July 1941 based at St. Pol, France.
- 2. Bf 109F-2, W/Nr. 5749?, III./JG2 in mid-July 1941 based at St. Pol, France.
- 3. Bf 109F-4, W/Nr. 7183, III./JG2,



EC#51 Major Hans 'Assi' Hahn, Part 2 - EagleCals

27th September 1941 based at St. Pol, France.

- 4. Bf 109F-4. This machine from III./JG2 was actually flown by Oblt. Josef Puchinger, the Geschwaderstab Major (Chief of Staff) based at St. Pol, France in the Summer of 1941.

EC#52 - Major Hans 'Assi' Hahn, Part 3

- 1. Bf 109G-2, II./JG 54 during the Winter of 1942-3 based at Rjelbitzy, Russia

- 2. Bf 109G-2/R6, W/Nr. 13949, II./JG54 based at Rjelbitzy, Russia in January 1943. This is the last aircraft Hahn flew, and the one in which he was forced down and captured in.
- 3. Bf 109F-2, 'Yellow 9', W/Nr. 9553, flown by Oblt Siegfried Schnell of 9./JG2 in France in November 1941.
- 4. Bf 109F-4, 'White 1', flown by Egon Mayer of 7./JG2 based at St. Pol, France in late 1941.

EC#53 - Major Hans 'Assi' Hahn, Part 4

- 1. Fw 190A-2, W/Nr. 223, III./JG2 based at Beaumont-le-Roger, France in May 1942.
- 2. Fw 190A-3, W/Nr. 5313, III./JG2 based at Cherbourg, France in May/June 1942.
- 3. Fw 190A-4, 'White 1', W/Nr. 2413 flown by Obfw. Kurt Knappe of 7./JG2 based in France in early 1943.
- 4. Fw 190A-5, 'Green 13', W/Nr. 1230 flown by Oblt. Walter Ocasau of Stab JG2 based at Beaumont-le-Roger, France in June 1943.

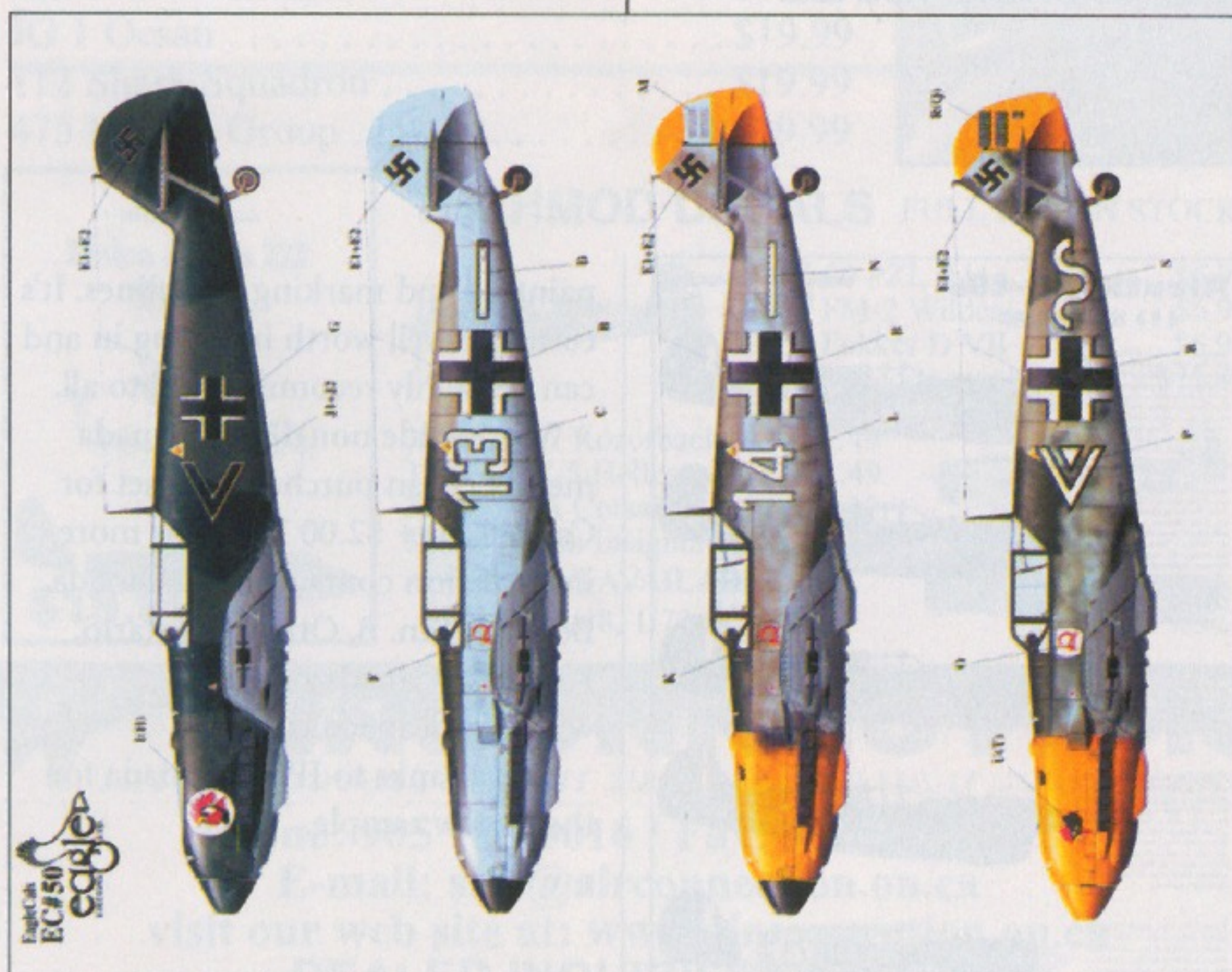


EC#53 Major Hans 'Assi' Hahn, Part 4 - EagleCals

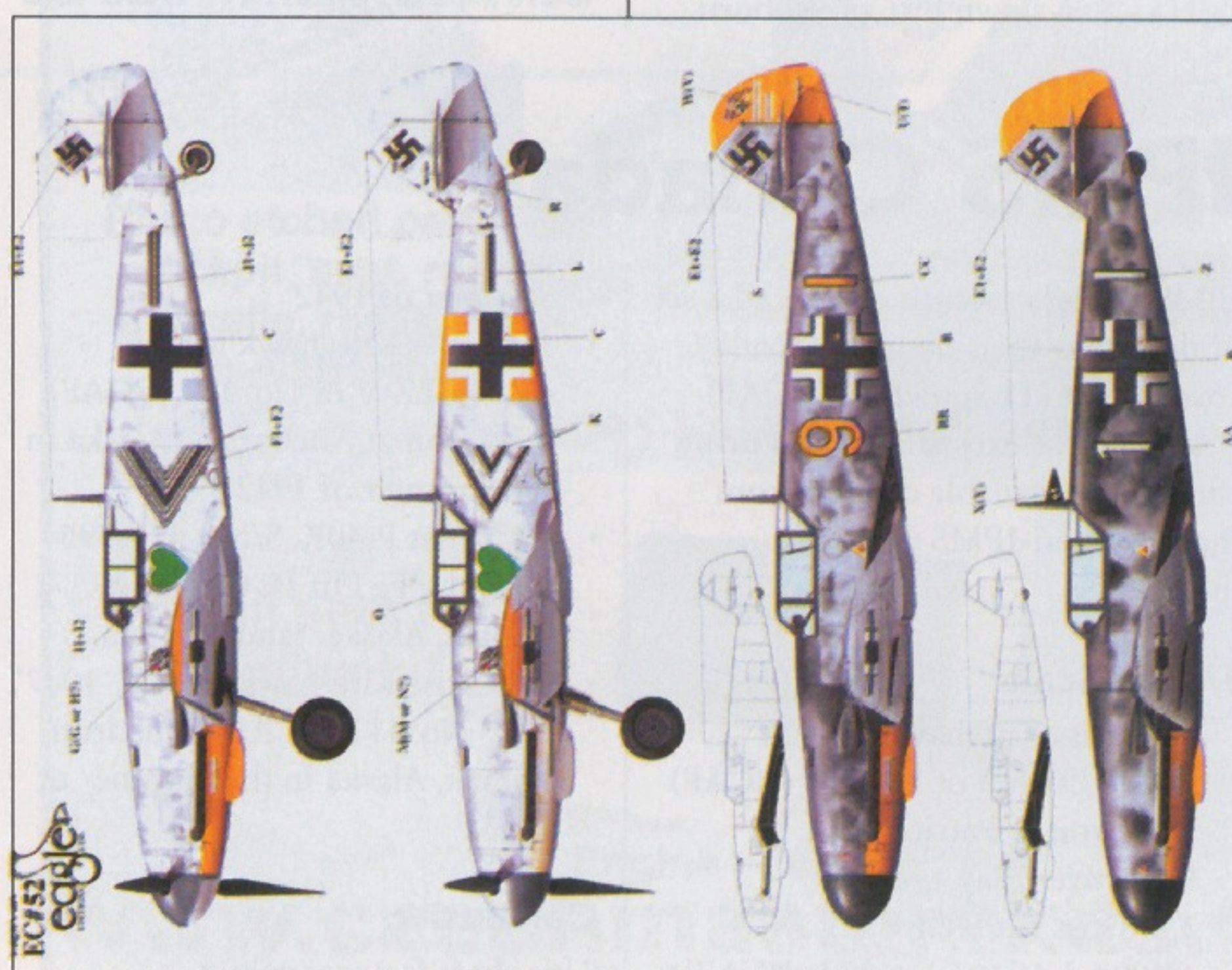
Conclusion

You surely need no convincing that EagleCals are some of the best out there and these latest editions only strengthen that statement. The quality of the printing coupled with the in-depth instructions, clear diagrams and high quality artwork make for a really top quality product that should not be missed by any Luftwaffe fan.

Our thanks to Eagle Editions for the review samples. UK modellers can obtain this range via Hannants.



EC#50 Major Hans 'Assi' Hahn, Part 1 - EagleCals



EC#52 Major Hans 'Assi' Hahn, Part 3 - EagleCals

AeroMaster

Some of the latest releases from this American manufacturer have made their way directly to us for review.

1/72nd Scale

72-196 - 86th FBG Thunderjets Pt. II

- 1. F-84E-5RE, 49-2206 of the 525th FBS, 86th FBG based at Neubiberg, Germany in 1951/2.
- 2. F-84E-30-RE, 51-626 of the 526th FBS, 86th FBG based at Neubiberg, Germany in 1951/2
- 3. F-84E-5-RE, 49-2132 of the 527th FBS, 86th FBG based at Neubiberg, Germany in 1951/2.

1/48th Scale

48-594 - Airacobras at War Part II

- 1. P-39N, flown by Lt. Harold Nus of the 41st FS, 35th FG based at Nadzab, New Guinea in November 1943.
- 2. P-39N flown by Grigori Dol'nikov of the 100th GIAP, VVS, in Germany in 1945.
- 3. P-39Q, flown by Capt. Pavel Kutakhov of the 10th GIAP, VVS in late 1943.
- 4. P-39L, 'Little Tony' used to train pilots of the 357th FG in September 1943.

48-600 - Hellcats Part II

- 1. F6F-3, 'White 17' of VF-27 on USS Princeton in 1944.
- 2. F6F-3, 'White 23' of VF-9 on USS Essex.
- 3. F6F-3, 'White K9', flown by Lt. William Crawford Moseley of VF-1 on USS Yorktown in 1944.
- 4. F6F-4, 'White X/3' of VF-51 on USS San Jacinto in July 1944.

48-612 - Those Incredible Fokkers Part II

- 1. D.VII (OAW) of Jasta 58
- 2. D.VII of MFJ1 flown by Lt. Gotthard Sachsenburg in 1918.

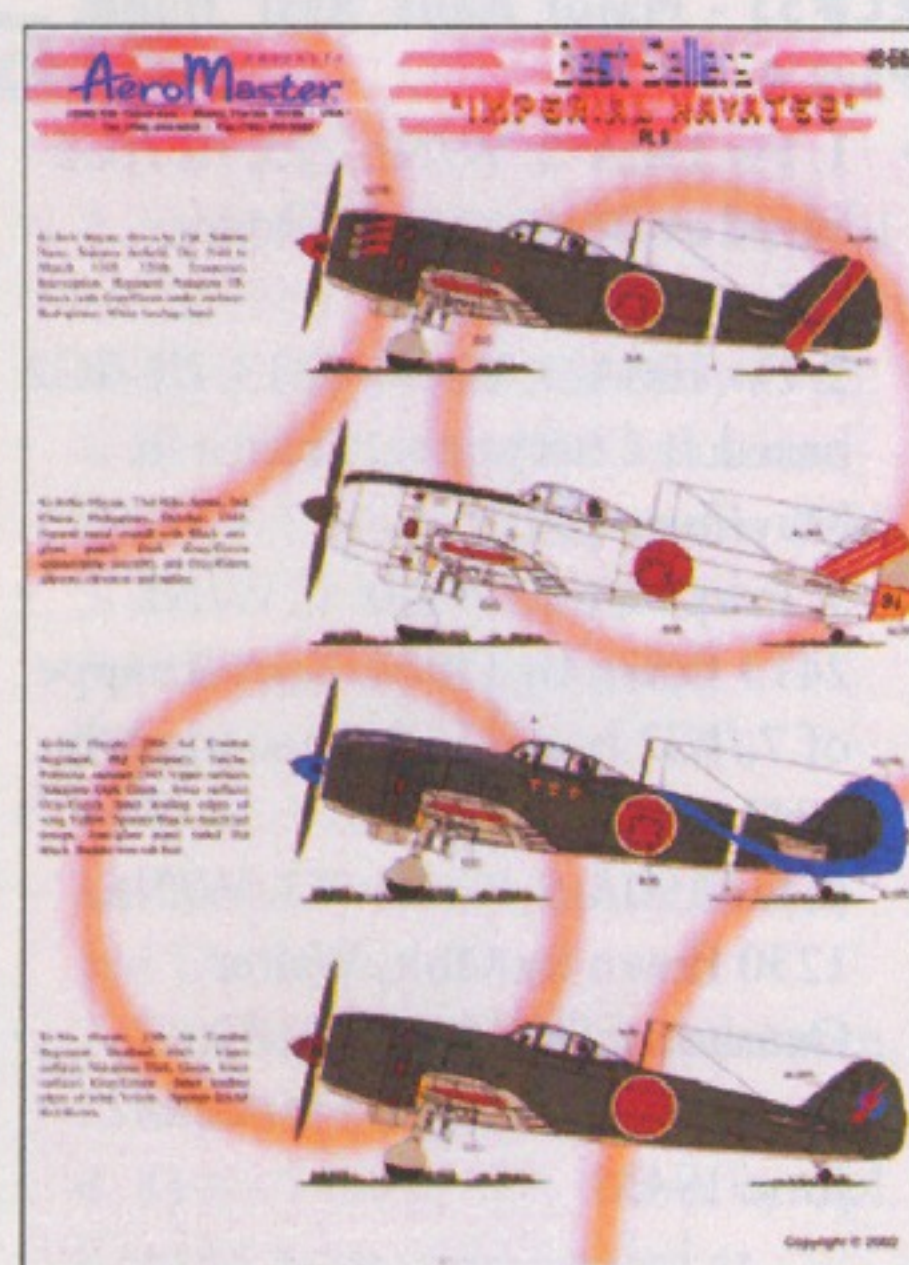
48-616 - Imperial Hayates Part II

- 1. Ki-84A flown by Cpl. Noboru



72-196 86th FBG Thunderjets Pt. II - AeroMaster

- Naito, Nakatsu Airfield, December 1944.
- 2. Ki-84Ko of the 73rd Hiko-Sentai, 2nd Chutai based in the Philippines in October 1944.
- 3. Ki-84a of the 29th Air Combat Regiment, HQ Company, Taichu, Formosa in the Summer of 1945.

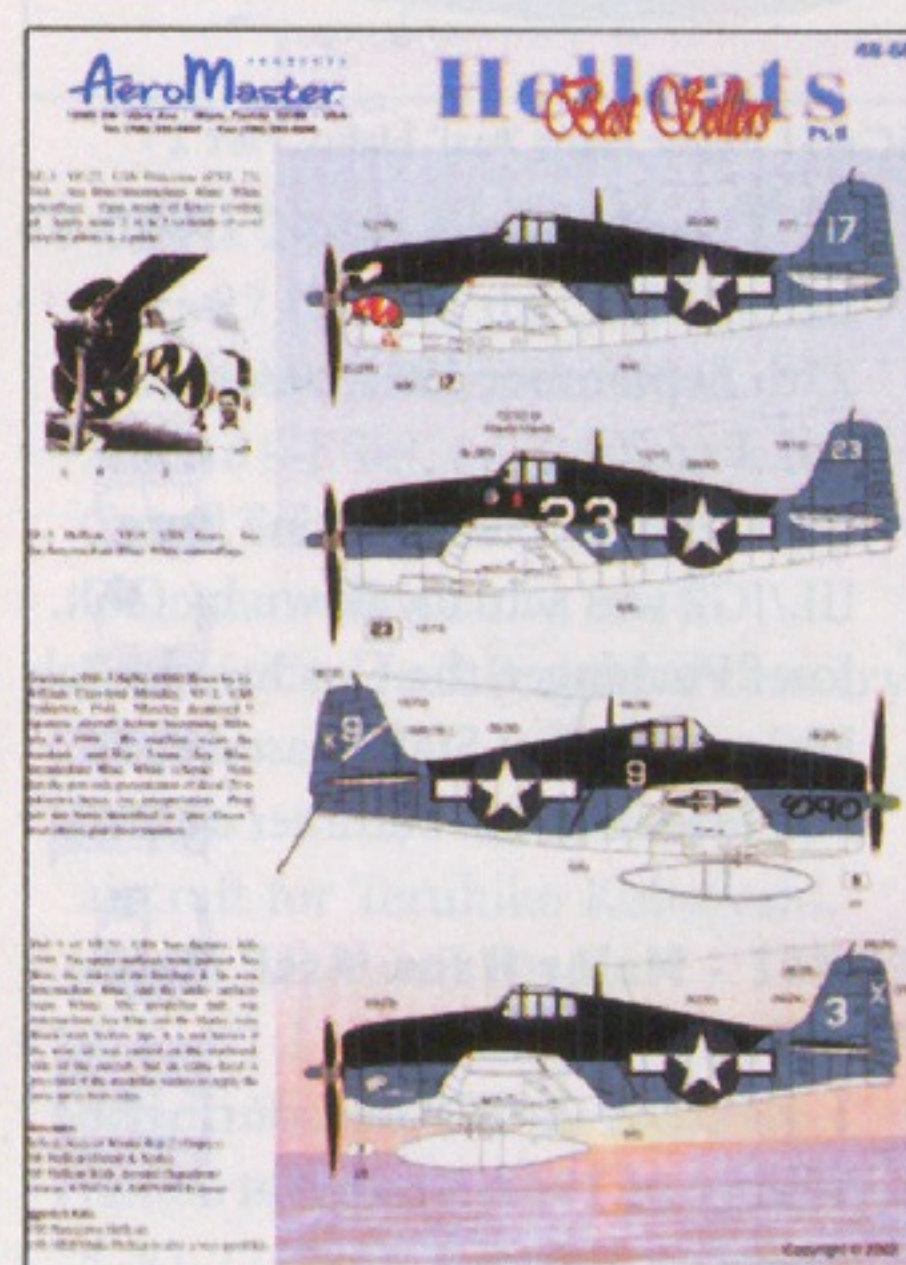


48-616 Imperial Hayates Part II - AeroMaster

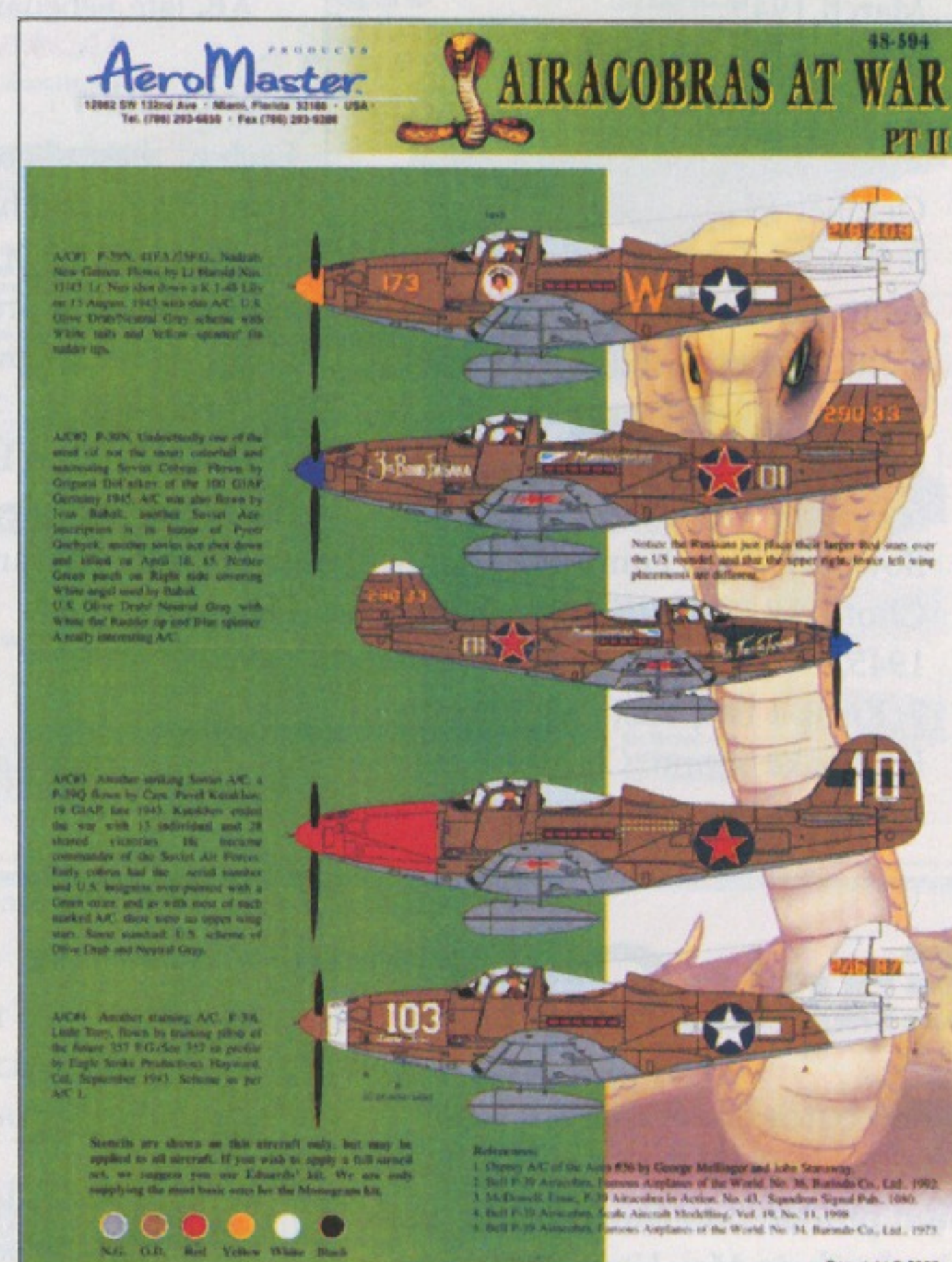
- 4. Ki-84a of the 13th Air Combat Regiment, Thailand, 1945.

Conclusion

A varied selection of new sheets from AeroMaster, all of which are up to the high standards we expect from them.

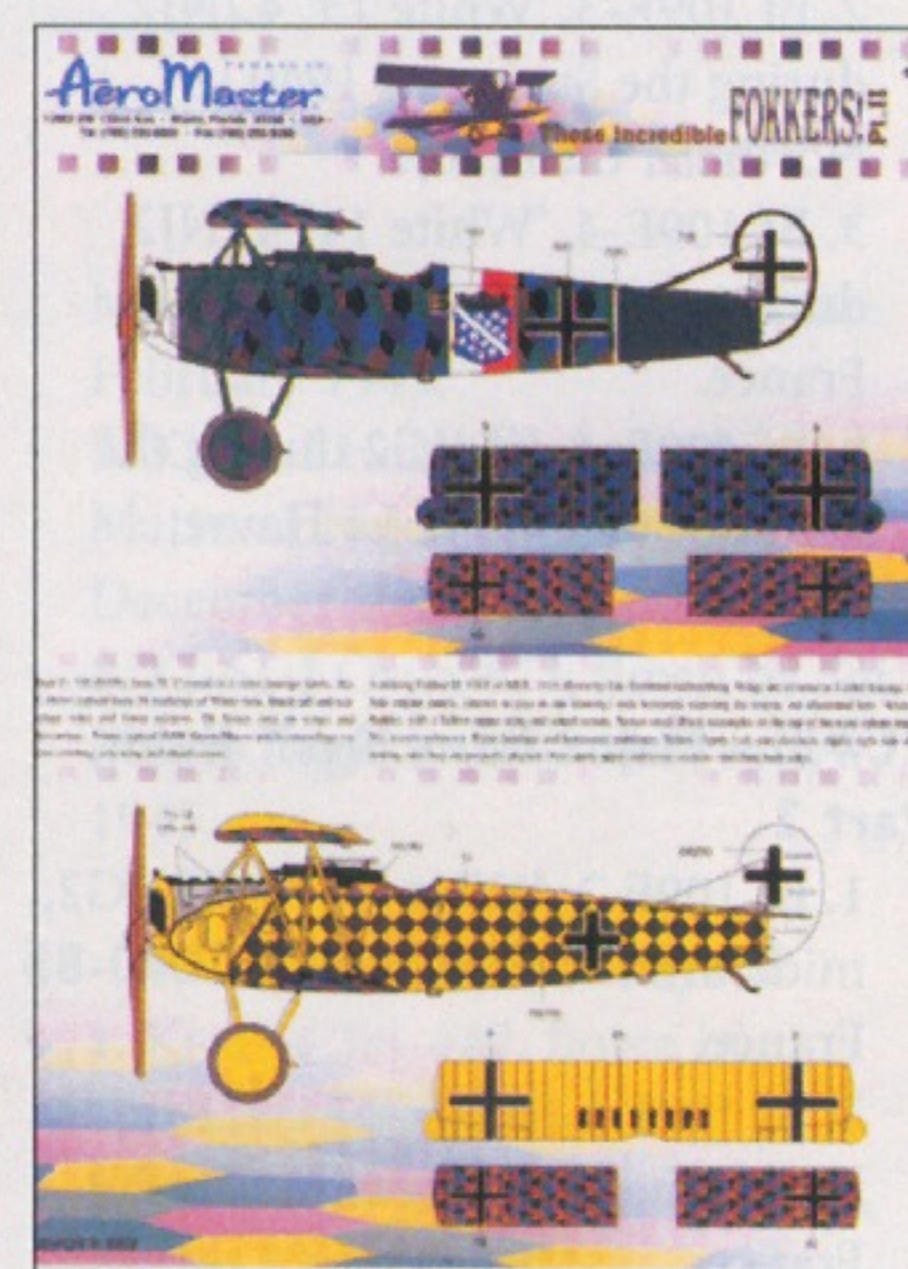


48-600 Hellcats Part II - AeroMaster



48-594 Airacobras at War Part II - AeroMaster

Our thanks to AeroMaster for the review samples. UK modellers can obtain the AeroMaster range from Hannants.



48-612 Those Incredible Fokkers Part II - AeroMaster

IPMS Canada

IPMS Canada recently produced a set of decals for their members that covered No.111 Squadron (RCAF) P-40s and the excess from this print run is now available directly from them for non-IPMS Canada members.

1/48th Scale

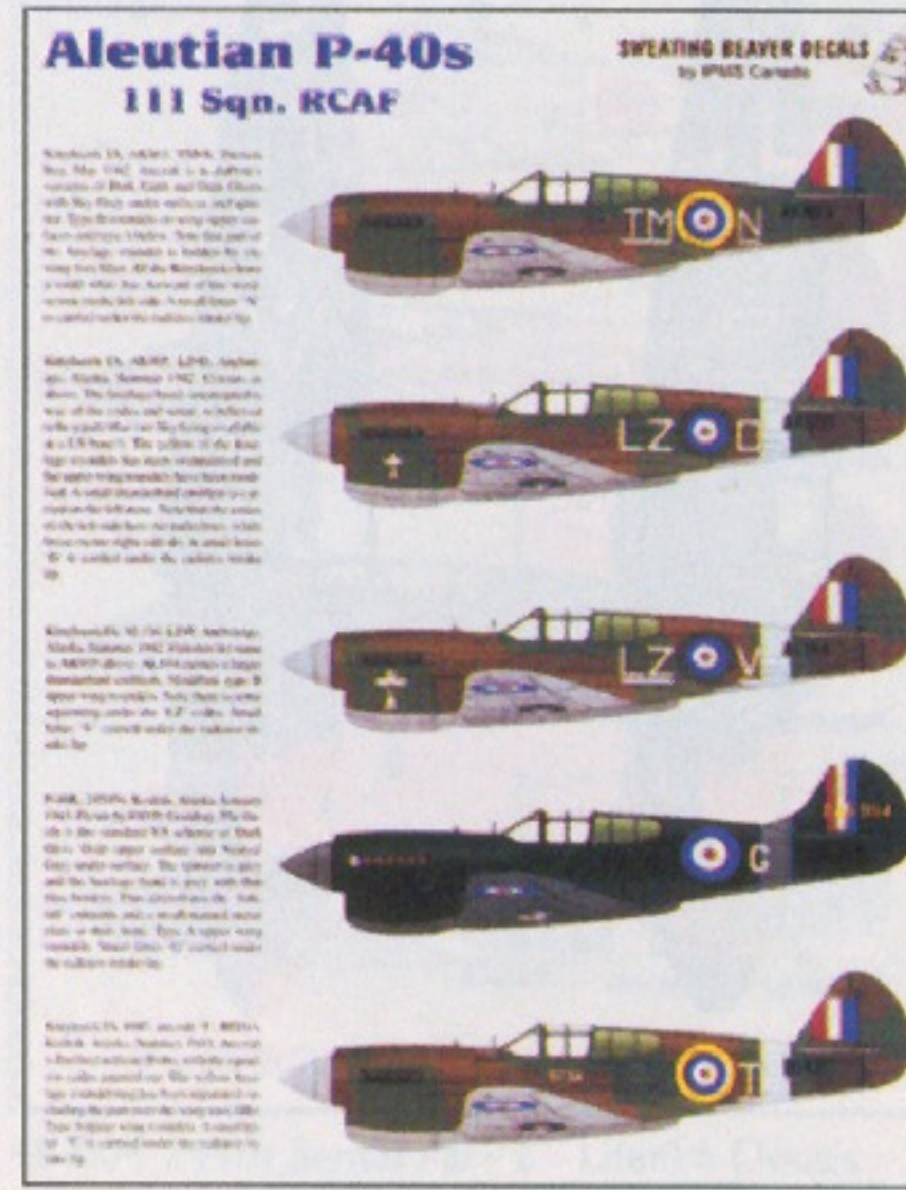
- 1. Curtiss Kittyhawk Mk IA, AK863, TM-N of No. 111 (RCAF) Squadron at Patricia Bay, Vancouver May 1942
- 2. Curtiss Kittyhawk Mk IA, AK905, LZ-D of No. 111 (RCAF) Squadron at Anchorage, Alaska,

Summer of 1942.

- 3. Curtiss Kittyhawk Mk IA, AL194, LZ-V of No. 111 (RCAF) Squadron at Anchorage, Alaska in the Summer of 1942.
- 4. Curtiss P-40K, S/No, 42-45954 flown by Fg Off H. Gooding, Kodiak, Alaska, January 1943.
- 5. Curtiss Kittyhawk Mk IA, '1047', I of No. 111 (RCAF) Squadron, Kodiak, Alaska in the Summer of 1943.

Conclusion

This sheet features colour instructions and comprehensive



painting and marking guidelines. It's certainly well worth investing in and can be highly recommended to all.

Worldwide non-IPMS Canada members can purchase this set for Can\$12.00 + \$2.00 P&P. For more information contact IPMS Canada, Box 636, Stn. B, Ottawa, Ontario, K1P 5P7, Canada or visit www.ipmscanada.com.

Our thanks to IPMS Canada for the review sample.

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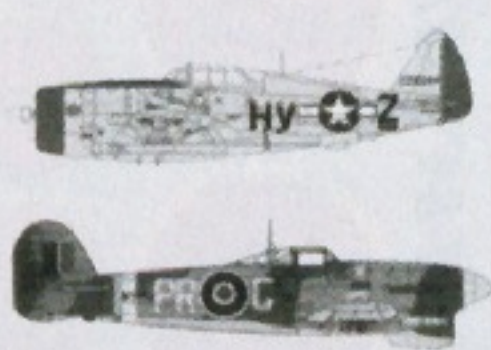
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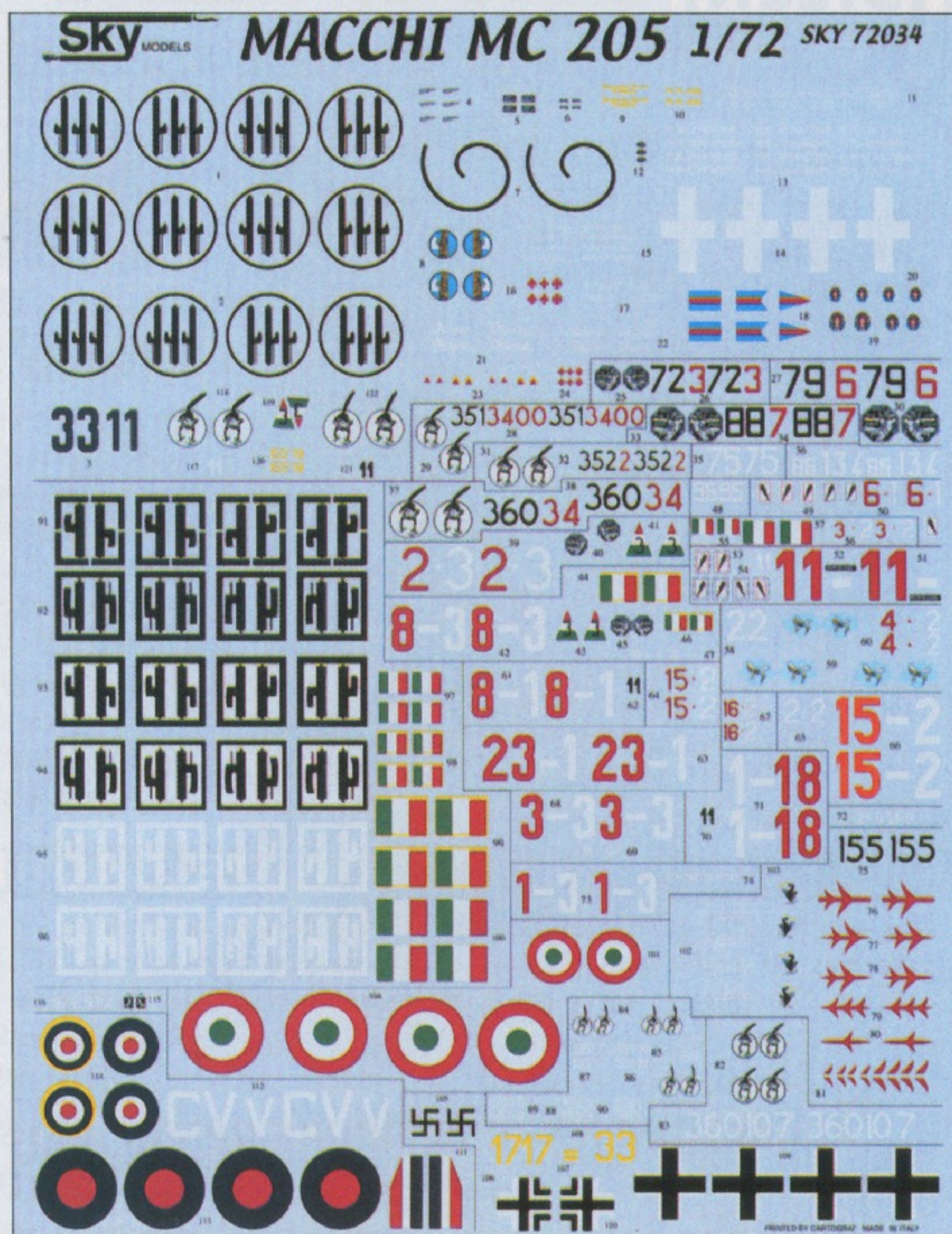
SkyModels

Whenever I see a new batch of decals from SkyModels I have to brace myself to see just how many options they are going to get on to each sheet! Well, here is the latest batch so lets get cracking.

1/72nd scale

SKY 72034 - Macchi MC.205

- 1. MC.205N, MM.499 1st prototype.
- 2. MC.205N, MM500, 2nd prototype.
- 3. MC.205, MM9291, 360th Sqn, 155th Gruppo, 51st Stormo, Sardinia, Summer 1943.
- 4. MC.205, 85th Sqn, 18th Gruppo, 3rd Stormo, 1943.
- 5. MC.205, JG77, Italy, 1943.
- 6. MC.205, 351st Sqn, 51st Stormo, Sardinia, Summer 1943.
- 7. MC.205V, 1st Sqn, 1st Gruppo, Caccia, ANR.
- 8. MC.205V, Serie III, 3rd Sqn, 1st Gruppo, Caccia, ANR, Campodiformio, Spring 1944.
- 9. MC.205, MM9348, Co-Belligerent AF, Lecce-Galatina, Autumn, 1944.
- 10. MC.205V, Serie I, 72nd Sqn.
- 11. MC.205V, 352nd Sqn.
- 12. MC.205V, Serie I, MM9313, 88th Sqn, 1st Stormo, Sicily 1943
- 13. MC.205V, Serie III, 3rd Sqn, 1st Gruppo, ANR, flown by Ten. R. Talamini, Campodiformio, Spring, 1944.
- 14. MC.205V, Serie III, MM92266, 1st Sqn, 1st Gruppo, ANR, flown by M. Ilo Magnaghi, Campodiformio, 1944.
- 15. MC.205V, Serie III, MM92273, 2nd Sqn, 1st Gruppo C.T., ANR, Campodiformio, January 1944.
- 16. MC.205, Serie III, MM92276, 2nd Sqn, 1st Gruppo, Vicenza, July 1944.
- 17. MC.205V, Serie III, MM92219, 1st Sqn, 1st Gruppo C.T., ANR.
- 18. MC.205V, Serie III, MM92214, flown by Capt. Pil. Mariotti when he flew over occupied Rome in October 1943.
- 19. MC.205V, Serie III, 97th Sqn, Co-Belligerent Air Force.
- 20. MC.205V, Serie III, MM92160, 360th Sqn, flown by Sq. Pil. Ten. Martinelli, Moserrato, Sardinia, Summer, 1943.
- 21. MC.205V, Serie I, 360th Sqn, 4th Stormo, Monserrato, Sardinia, Summer 1943
- 22. MC.205V, MM9370 flown by Pil. Ten. A. Ballista when he was shot down on the 20th November 1944 in Albania.
- 23. MC.205V, MM9397, AMI, Lecce, early 1946.
- 24. MC.205, 360th Gruppo, Co-Belligerent Air Force.
- 25. MC.205V, MM9362, AMI, Lecce, early 1946.
- 26. MC.205V, MM9337, captured by No.3 squadron, RAAF, August 1943 (initial captured markings)
- 27. MC.205V, MM9337, captured by No.3 squadron, RAAF, August 1943 (later captured markings)
- 28. MC.205V, Serie III, 2nd Sq, 1st Gruppo C., ANR.
- 29. MC.205V, Serie III, 3rd Sq, 1st Gruppo C., ANR, flown by Ten. Pil. Oddone Colonna.
- 30. MC.205, JG77, Italy, 1943.
- 31. MC.205, MM9343, 155th Gruppo, 51st Stormo, Co-Belligerent Air Force.
- 32. MC.205V, 1st Sq, 1st Gruppo C., ANR.
- 33. MC.205V, Serie III, 3rd Sq, 1st Gruppo C., ANR, Campodiformio, Spring 1944.
- 34. MC.205V, Serie III, 1st Sq, 1st Gruppo C., ANR.
- 35. MC.205V, Serie III, MM9350, 3rd Sq, 1st Gruppo C., ANR, Campodiformio, Spring 1944.
- 36. MC.205V, Serie III, 2nd Sq, 1st Gruppo C., ANR, Campodiformio, January 1944.
- 37. MC.205V, 79th Sq, 1st Stormo, Caccia.
- 38. MC.205V Fotografico, 351st Sq.
- 39. MC.205V, 75th Sq.
- 40. MC.205V, 85th Sq, 18th Gruppo, 3rd Stormo, 1943.
- 41. MC.205V, 95th Sq, 18th Gruppo, 3rd Stormo, 1943.
- 42. MC.205V, 351st Sq, 51st Stormo, Sardinia, Summer 1943.
- 43. MC.205V, 85th Sq, 18th Gruppo, 3rd Stormo, Summer 1943.
- 44. MC.205V, 155th Gruppo, 51st Stormo, Co-Belligerent Air Force.
- 45. MC.205V, 21st Gruppo, 51st Stormo, Co-Belligerent Air Force, Lecce-Galatina, Autumn 1944.



SKY 72034 Macchi MC.205 - SkyModels

1/48th Scale

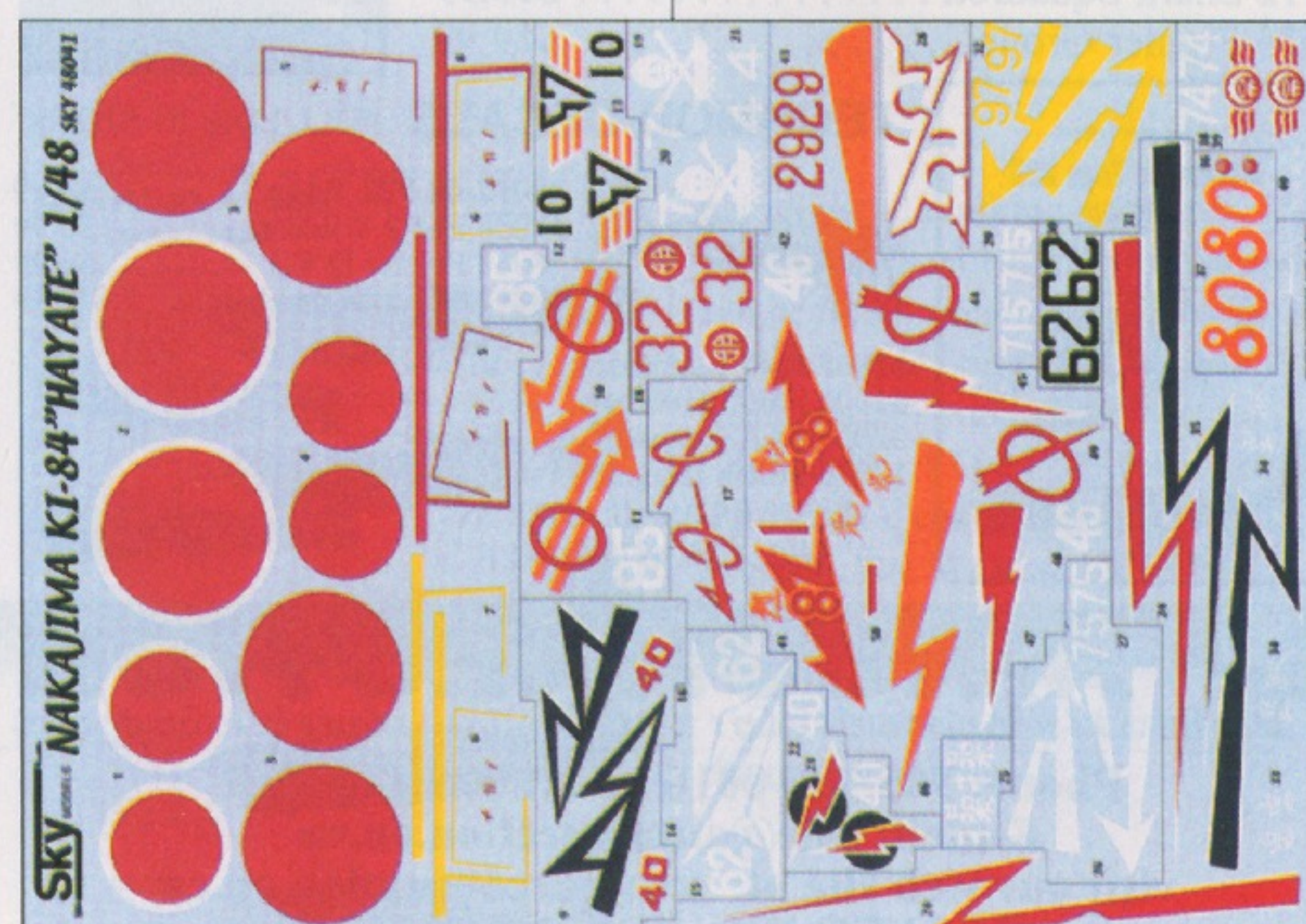
SKY 48040 - P-47 Thunderbolt Part II

- 1. P-47D-5, 42-74753, flown by Lt. Q. Brown of the 84th FS, 78th FG based at Duxford in March 1944.
- 2. P-47C-2, flown by Lt. F. McCaulley of the 61st FS, 56th FG based at Halesworth in October 1943.
- 3. P-47D-6, 'Lady Jane', flown by Lt. J. Truluck of the 63rd FS, 56th FG based at Halesworth in March 1944.
- 4. P-47D-25, 'Coffey's Pot', flown

- by Lt. Col. R. Coffey of the 365th FG based at Azeville (A-7), France in July 1944.
- 5. P-47D-28, 'Sleepy Jean the 3rd', of the 395th FS, 368th FG based at St Dizier (A-64), France in May 1945.
- 6. P-47D-1, flown by Maj. J. Oberhansly of the 82nd FS, 78th FG based at Duxford in December 1943.
- 7. P-47D-25, 'Rozzie Beth II', flown by Capt. F. Christensen of the 62nd FS, 56th FG based at Boxted in July 1944.
- 8. P-47C-2, 'Jackie', flown by Capt. R. Lamb of the 61st FS, 56th FG based at Halesworth in August 1943.
- 9. P-47D-20, 'My Gal Sal', flown by Lt. J. Hodges of the 378th FS, 362nd FG, 1943.

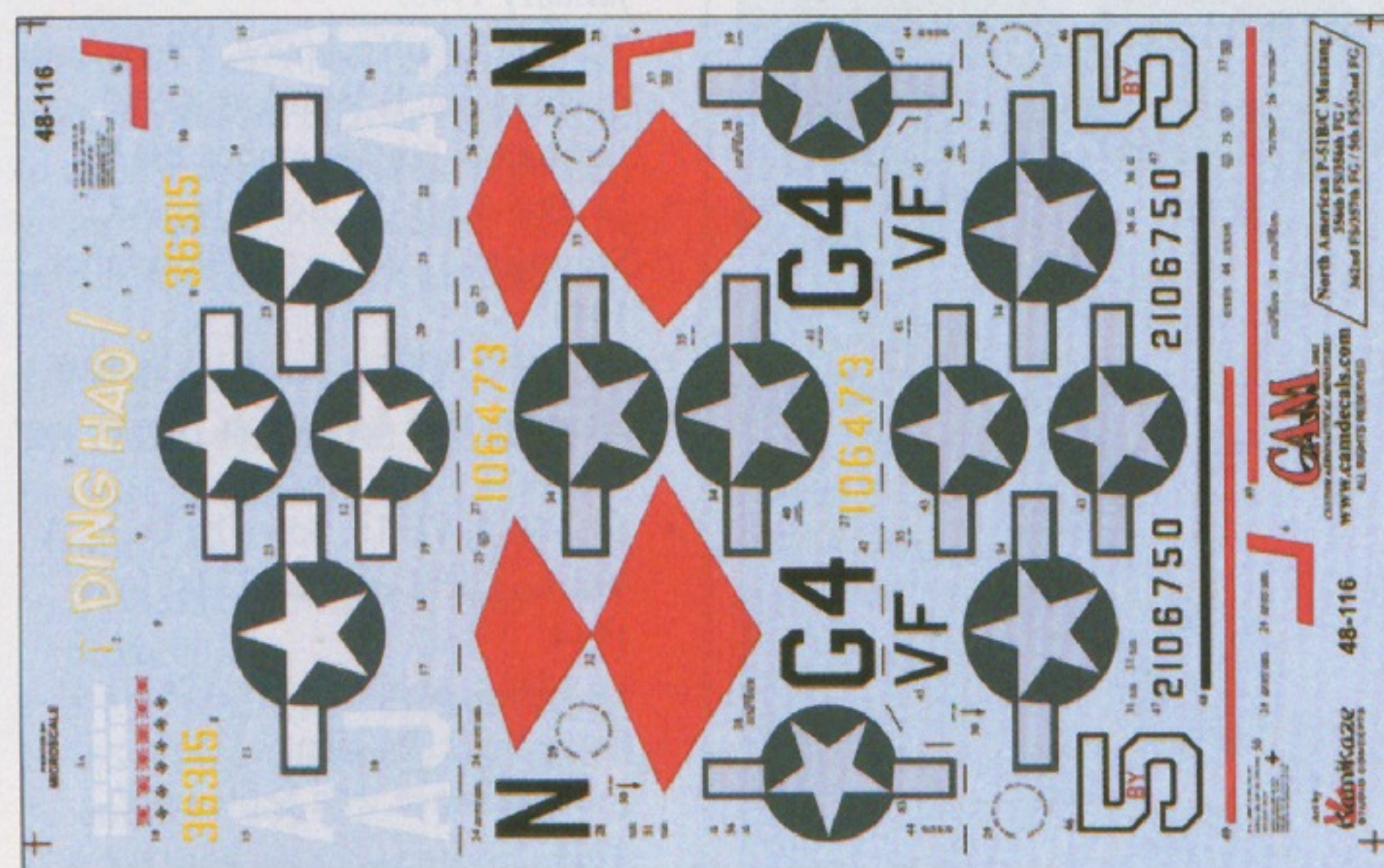


SKY 48040 Republic P-47 Thunderbolt Part II - SkyModels

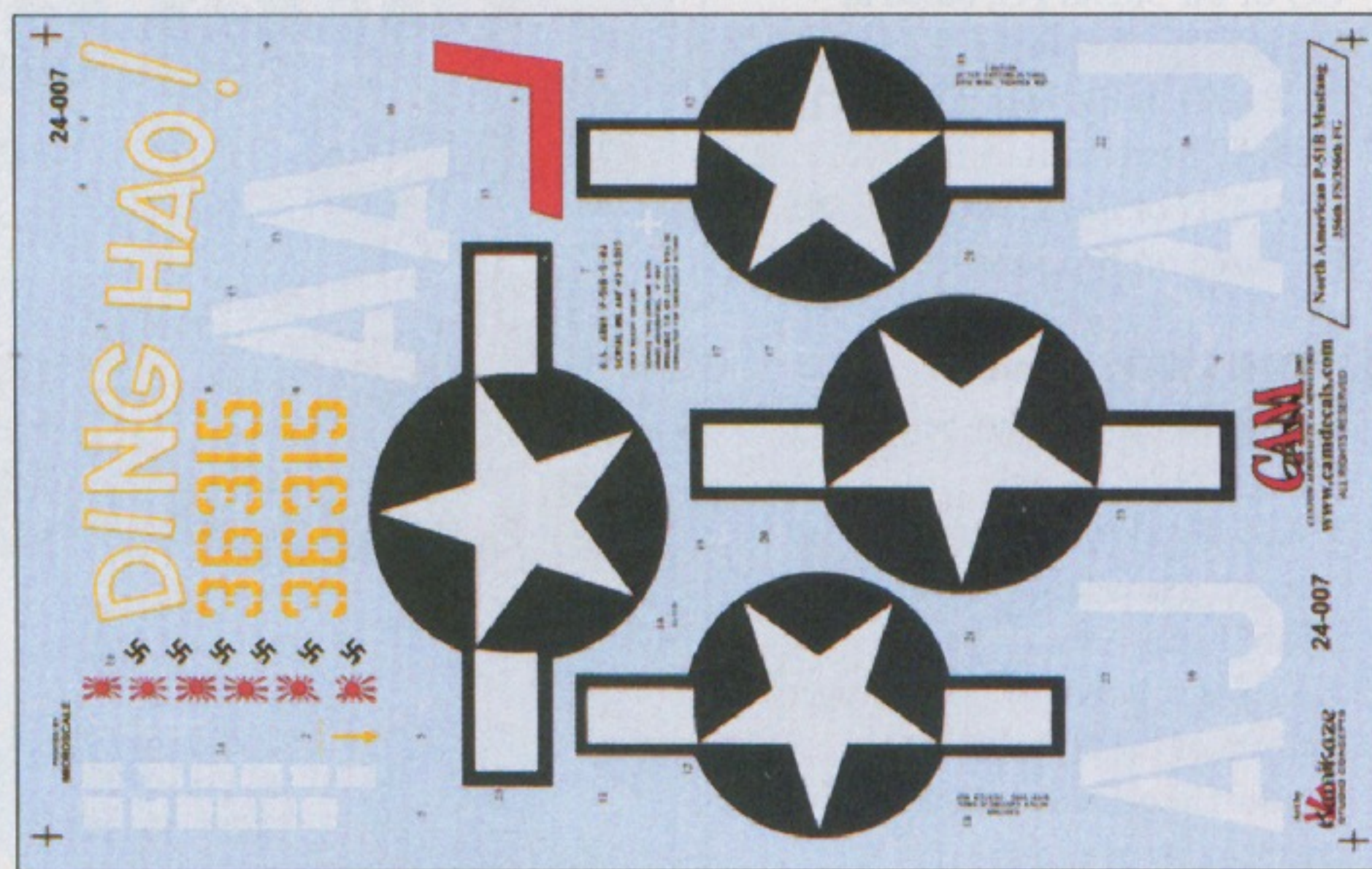


SKY 48041 Ki-84 Hayate - SkyModels

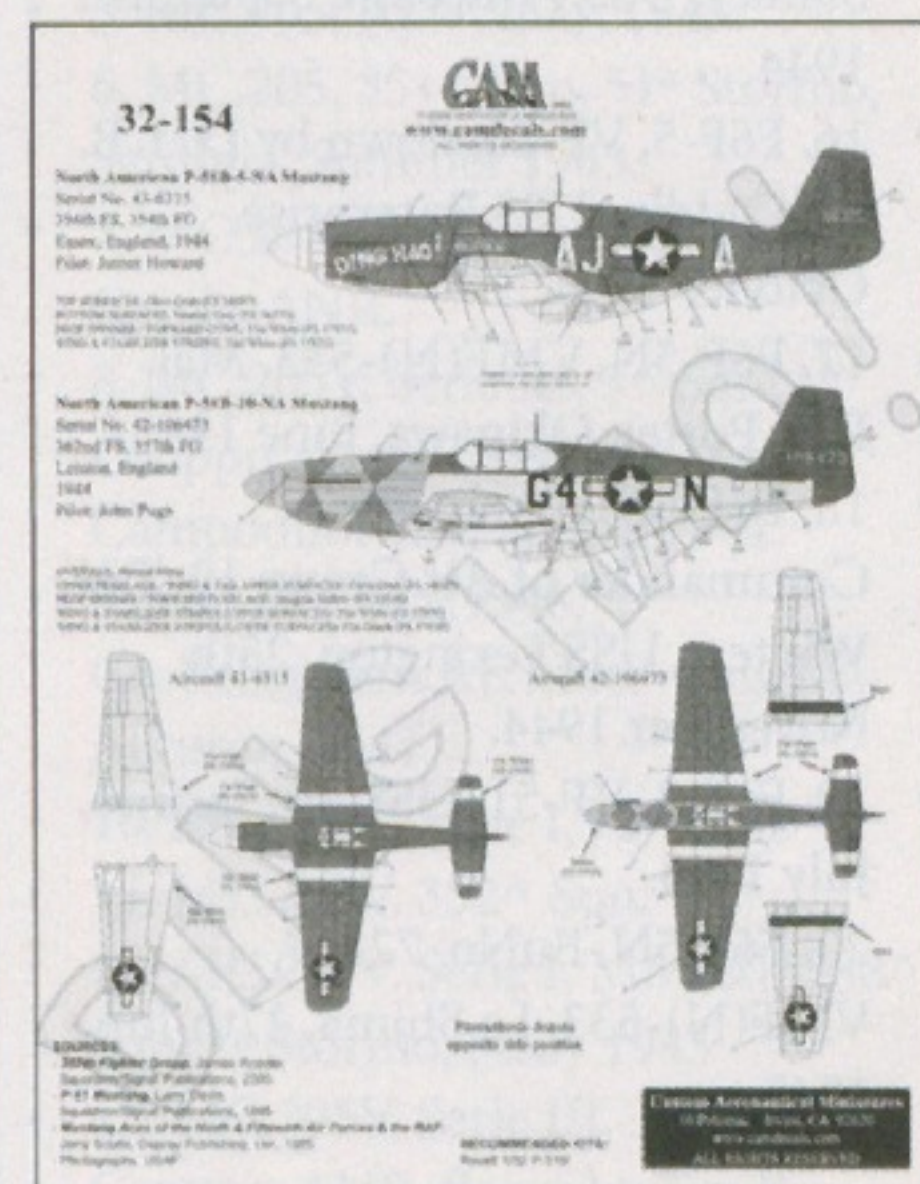
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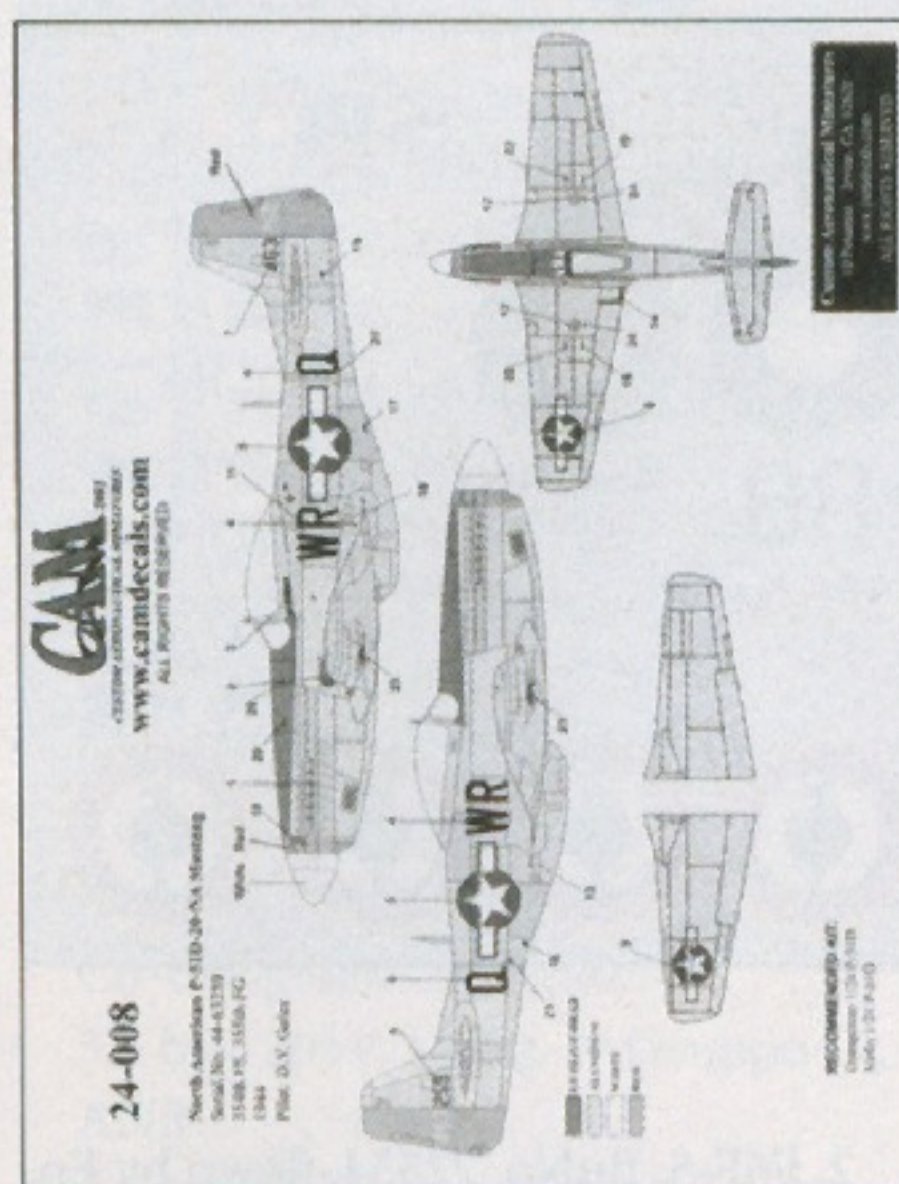
48-116 Thoroughbred Mustang - CAM



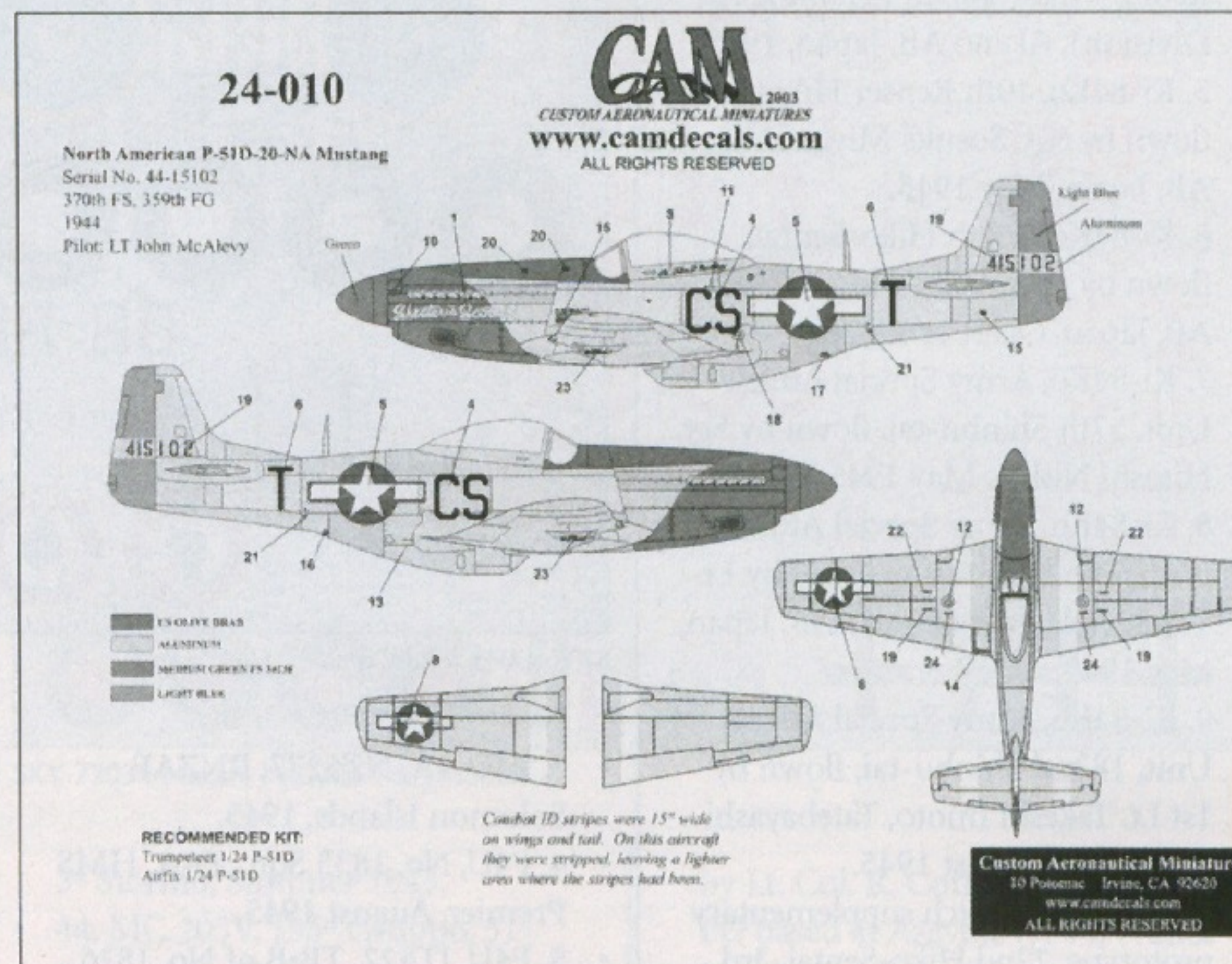
24-007 Thoroughbred Mustang - CAM



32-154 Thoroughbred Mustang - CAM



24-008 Thoroughbred Mustang - CAM



24-010 Thoroughbred Mustang - CAM

The latest batch of releases from this American manufacturer has been passed to us for review by their worldwide distributor, Brookhurst Hobbies.

1/48th Scale

48-116 - Thoroughbred Mustang

- 1. P-51B-5-NA, 43-6315, 'Ding Hao!' flown by James Howard of the 356th FS, 354th FG based in England in 1944.
- 2. P-51B-10-NA, 42-106473 flown by John Pugh of the 362nd FS, 357th FG based in England in 1944.
- 3. P-51C, 42-106750 of the 5th FS, 52nd FG based at Madna, Italy in 1944.

This sheet includes enough national insignia for all three

aircraft plus one set of stencils.
Price: \$10.00

1/32nd Scale

32-154 - Thoroughbred Mustang

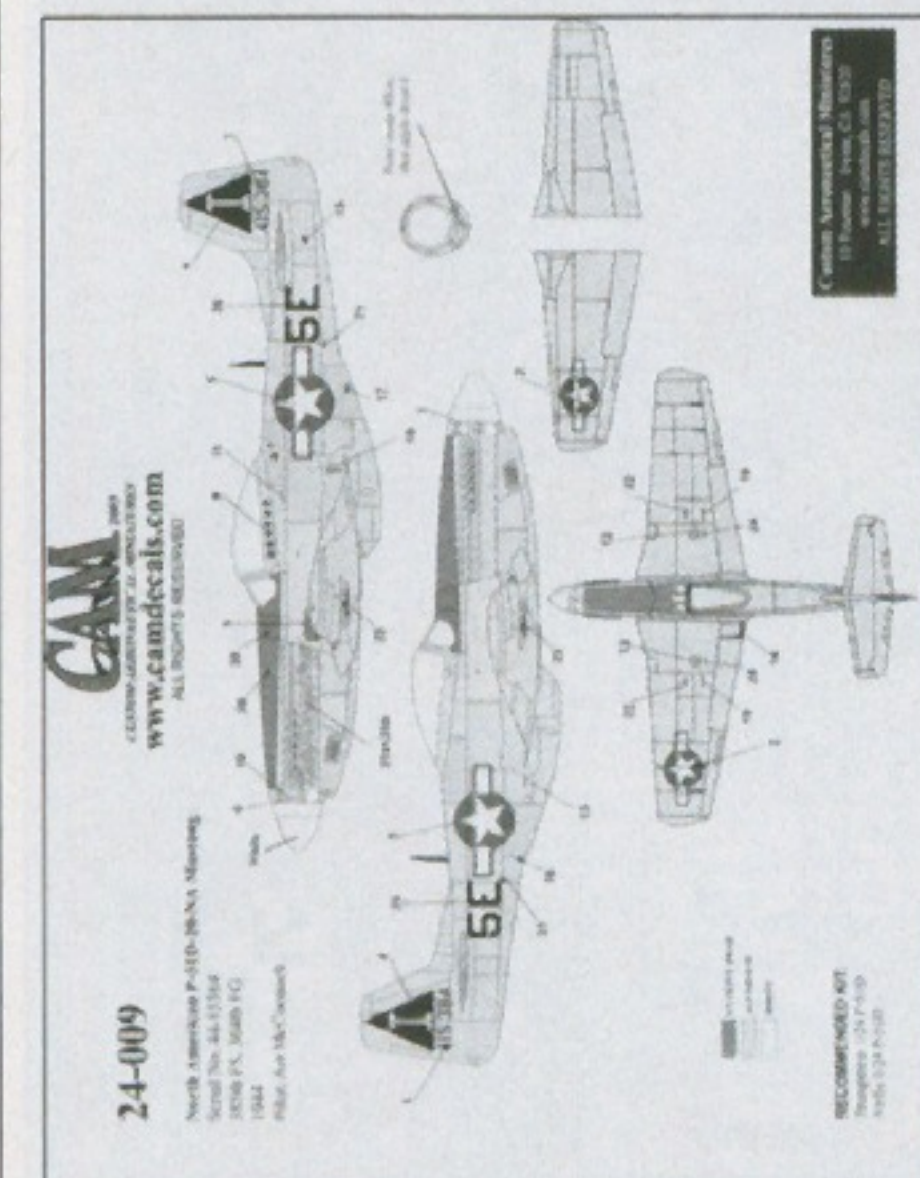
- 1. P-51B-5-NA, 43-6315, 'Ding Hao!' flown by James Howard of the 356th FS, 354th FG based in England in 1944.
 - 2. P-51B-10-NA, 42-106473 flown by John Pugh of the 362nd FS, 357th FG based in England in 1944.
- This sheet includes enough national insignia for both options plus one set of stencils.

Price: \$14.00

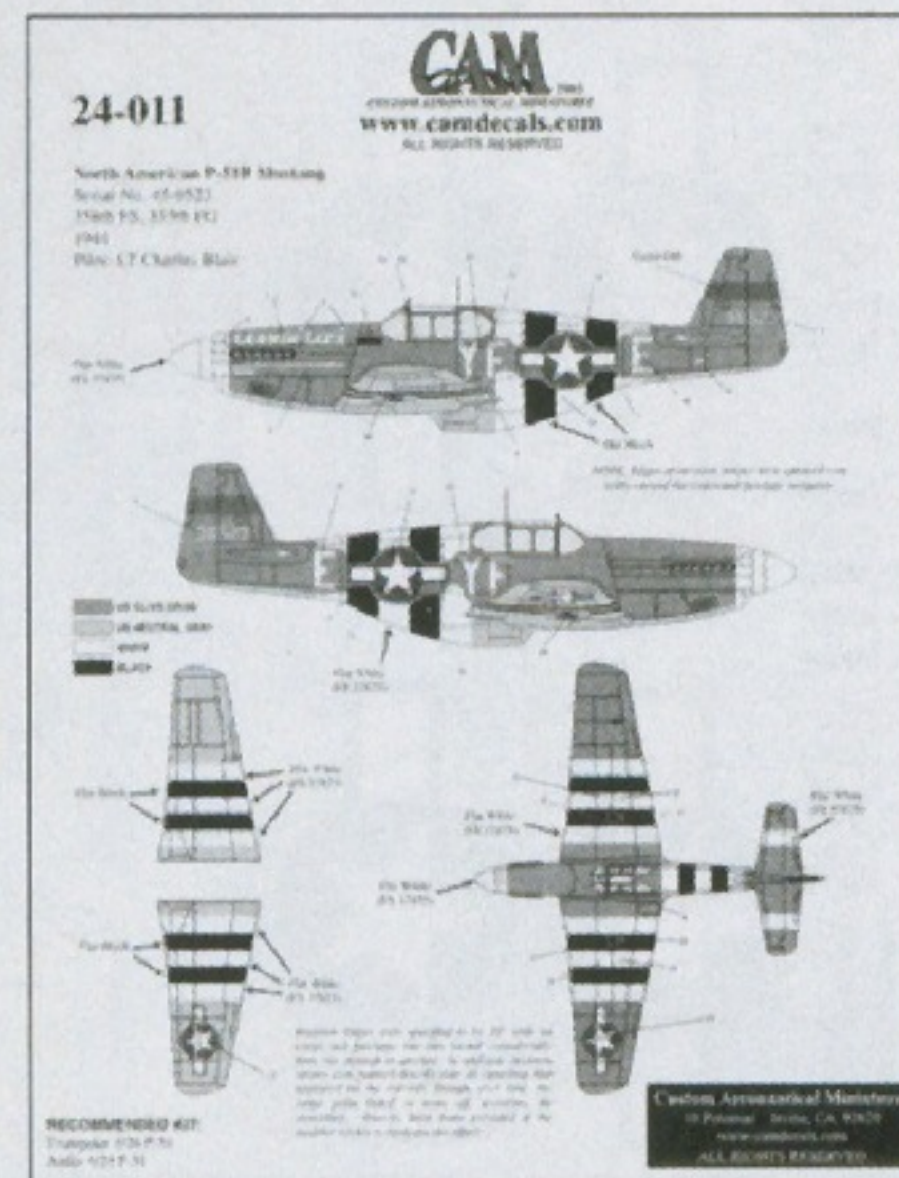
1/24th Scale

24-007 - Thoroughbred Mustang

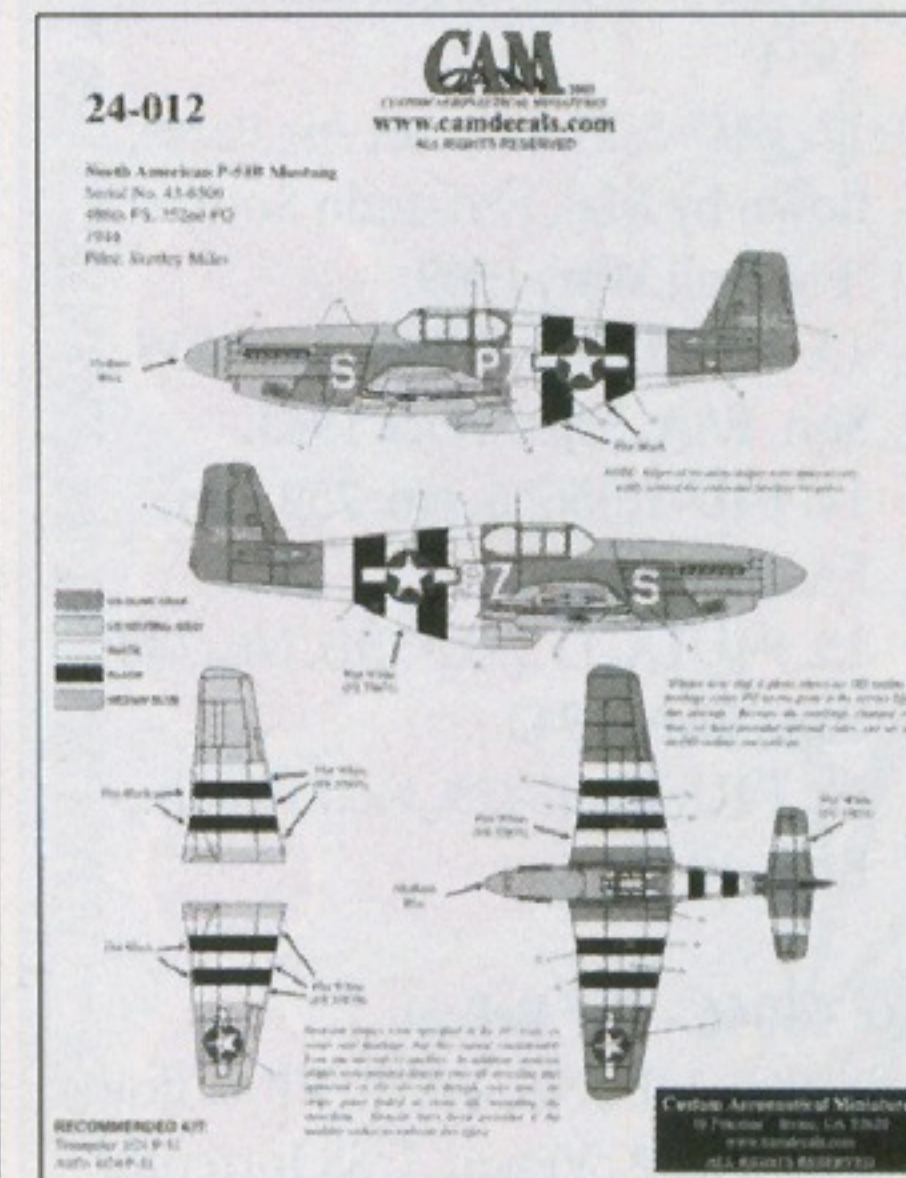
- 1. P-51B-5-NA, 43-6315, 'Ding



24-009 Thoroughbred Mustang - CAM



24-011 Thoroughbred Mustang - CAM



24-012 Thoroughbred Mustang - CAM

24-010 - Thoroughbred Mustang

- 1. P-51D-20-NA, 44-15102, 'Skeeter's Scooter' flown by Lt. John McAlevy of the 370th FS, 359th FG in 1944.

Price: \$10.00

24-011 - Thoroughbred Mustang

- 1. P-51B, 43-6523, 'Leakin' Lizz' flown by Lt. Charles Blair of the 358th FS, 355th FG in 1944.

Price: \$10.00

24-012 - Thoroughbred Mustang

- 1. P-51B, 43-6500, flown by Stanley Miles of the 486th FS, 352nd FG in 1944.

Price: \$10.00

Conclusion

Another good selection from CAM. Each is well printed and comes complete with concise yet informative instructions. They are highly recommended to all.

Our thanks to Brookhurst Hobbies for the review samples. Brookhurst Hobbies are the sole agent for CAM, so all enquiries and orders should be addressed to them.



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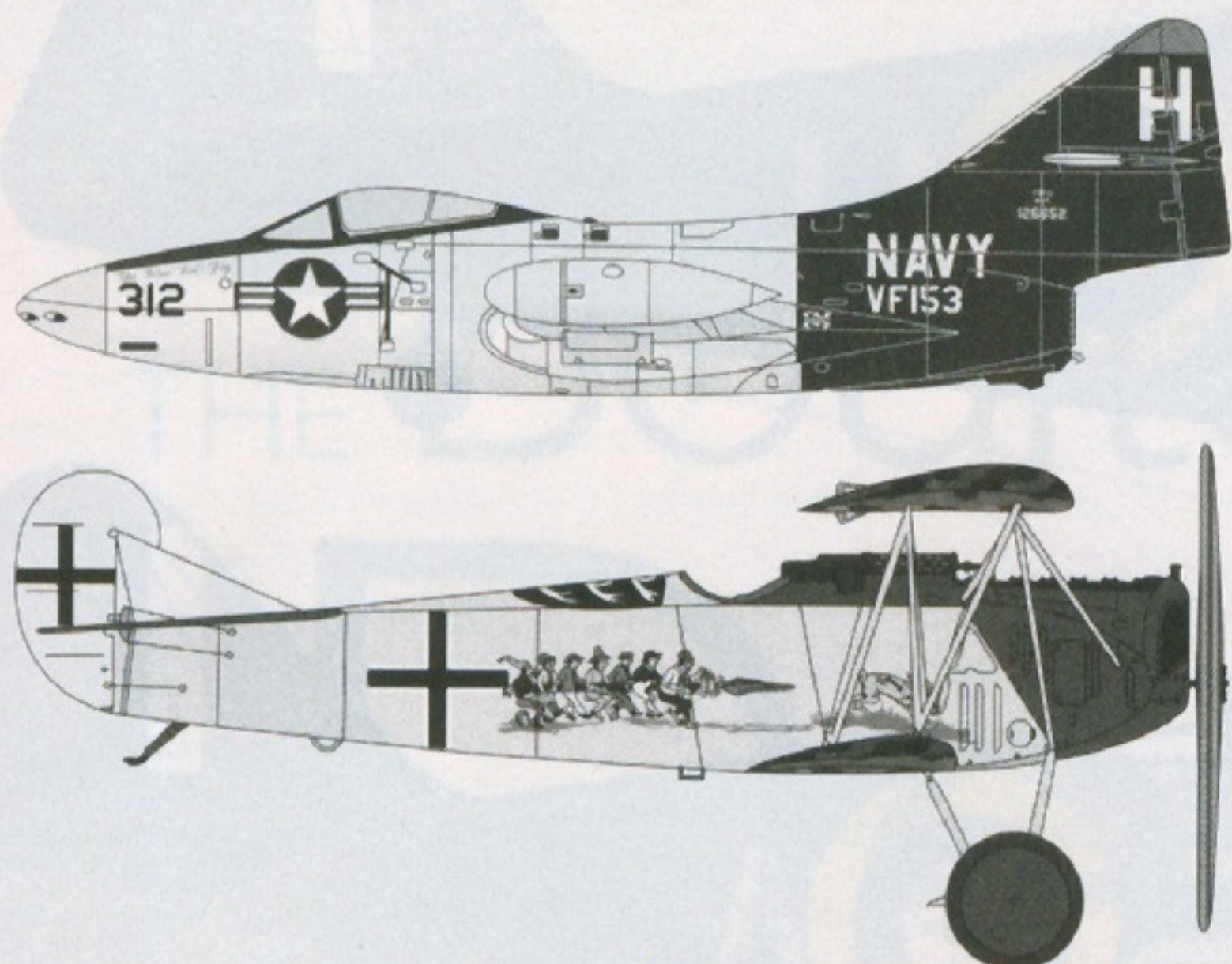


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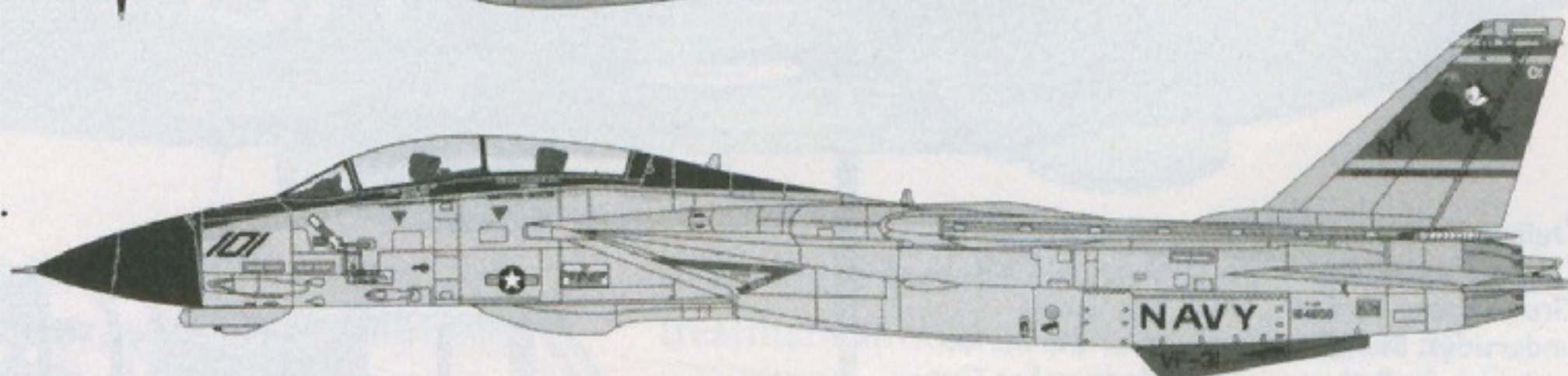
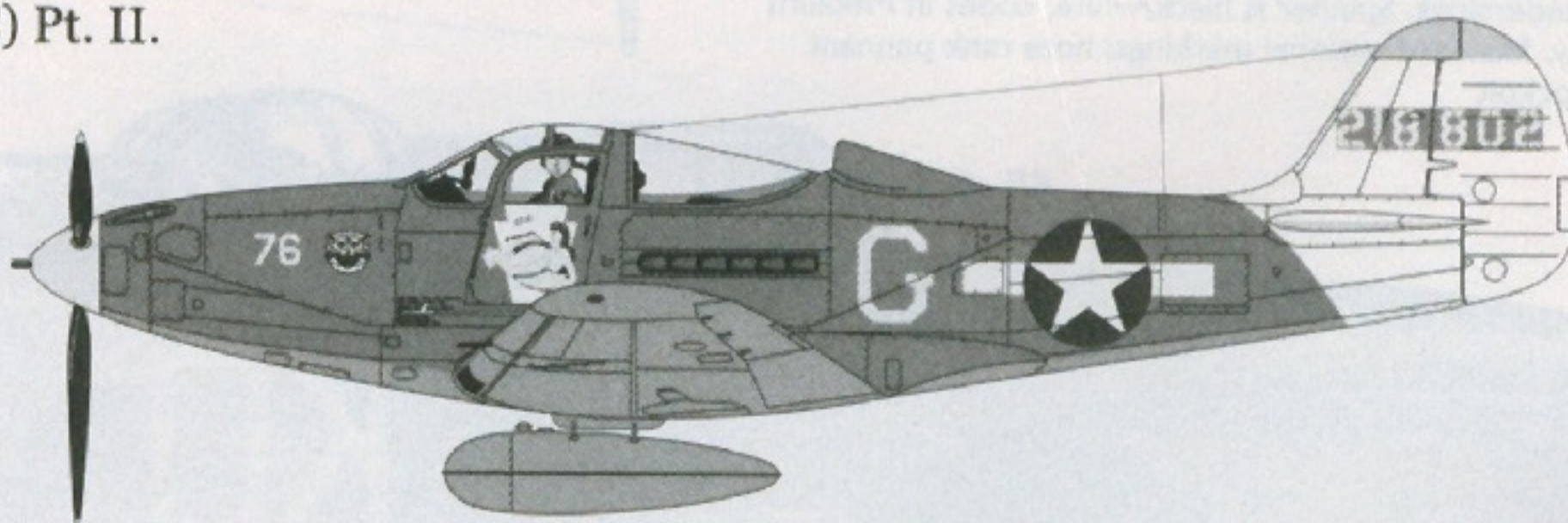
Early April Releases



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| 32047 | Korean Aces F-86 Sabre Jets Pt. III |
| 48087 | 362nd F.G. Jugs Pt. II. |
| 48108 | Skyraiders of the Fleet. |
| 48113 | Mitchel Strafers. |
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| 48124 | Night Hurricanes Pt. I. |
| 48125 | Colorful Fokkers Pt. I. |
| 48126 | Night Hurricanes Pt. II. |
| 72063 | Spitfire/Hurricane/Typhoon/Tempest Roundels (Late) |
| 72064 | Spitfire/Hurricane Roundels (Early) |
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| 72067 | Fw-190 A/F National Insignia |

April Releases

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| 48-562 | USS Constellation 2001 (F-14D, F/A 18C) Pt. II. |
| 48-578 | Thunderbolts of the 404 Pt. III. |
| 48-579 | Thunderbolts of the 404 Pt. IV. |
| 48-580 | Post D-Day Spitfires 1944/45 Pt. I. |
| 48-581 | Post D-Day Spitfires 1944/45 Pt. II. |
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| 48-596 | Best Sellers Marauding Invaders Pt. I. |
| 48-601 | Best Sellers Hellcats Pt. III. |
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Defiant F Mk I, L6950, first production aircraft, Boscombe Down, September 1939. Dark Earth/Dark Green uppersurfaces; Silver fuselage and tailplane undersides. Wing undersurfaces in Night (port)/White (starboard).

Above: Serial repeated in White under port wing and in Night under starboard; spinner is Night. 'A' type roundels on fuselage sides; 'B' type above wings

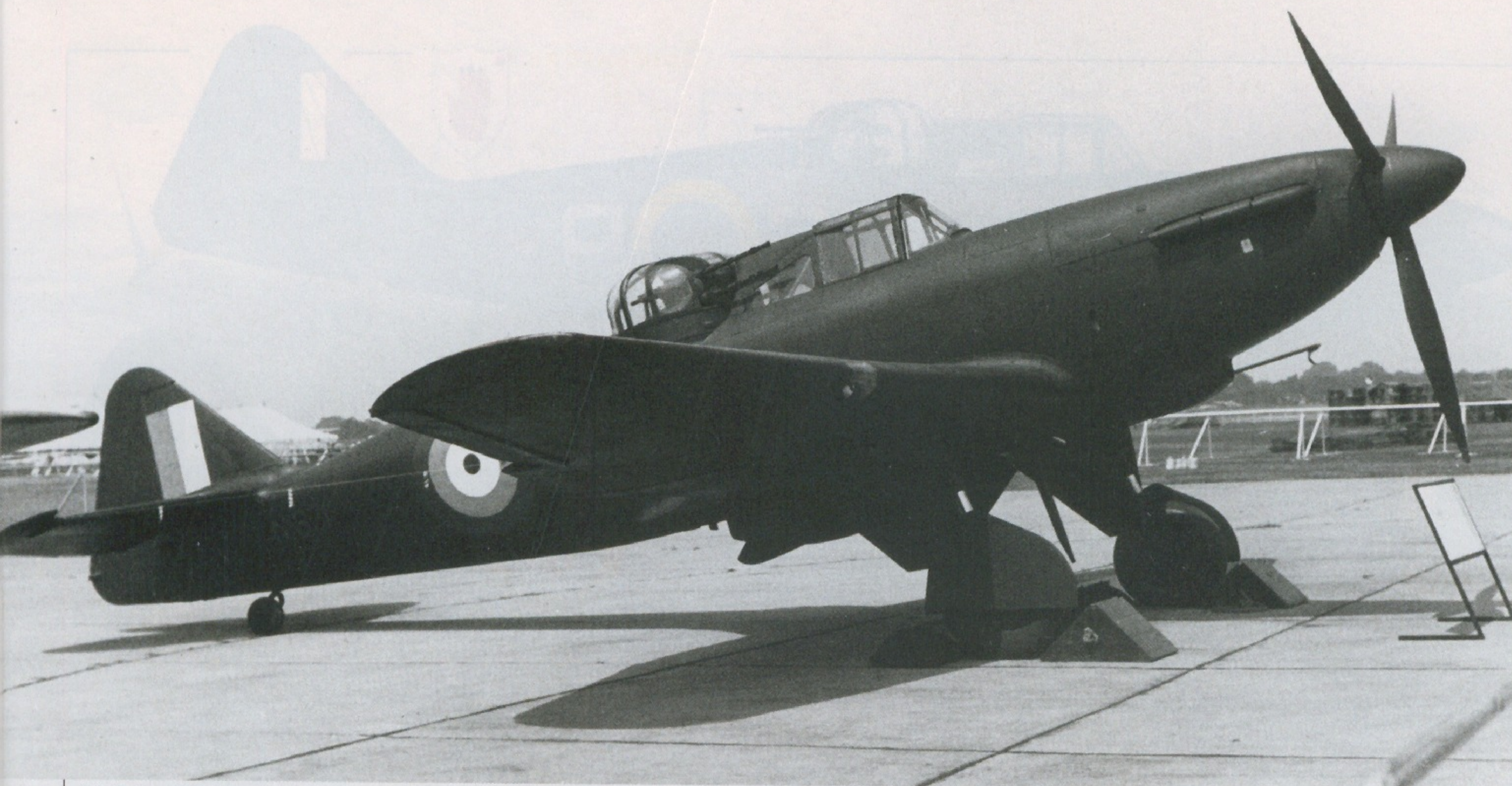
Defiant F Mk I, L6957/PS-T, N° 264 Squadron, Martlesham Heath, March 1940. Dark Earth/Dark Green uppersurfaces; Night/White undersides. 'A' type roundels on fuselage and under wings; 'B' type above the wings. Codes were Medium Sea Grey; spinner is Night

Defiant F Mk I, L7009/TW-H, flown by Flt Lt I.D.G. Donald (Plt Off A.C. Hamilton gunner), N° 141 Squadron, shot down by Bf 109Es on 19.07.40 near Dover. Dark Earth/Dark Green upper surfaces; Sky undersides and spinner. Medium Sea Grey codes; 'Cock o' the North' motif carried on port side only

Defiant F Mk I, N1535/PS-A, flown by Sqn Ldr P. Hunter (Sgt F. King gunner), N° 264 Squadron, Hornchurch, August 1940. Dark Earth/Dark Green uppersurfaces; Duck Egg Green undersides. Spinner is black/white; codes in Medium Sea Grey. Standard national markings; note rank pennant under cockpit

Defiant F Mk I, N1572/KO-I, N° 2 Squadron, Clifton, September 1940. Dark Earth/Dark Green upper surfaces; Duck Egg Green undersides. Standard markings for the period with high fin flash; codes are Medium Sea Grey

Defiant F Mk I, N3437/EW-K, N° 307 Squadron, Kirton-in-Lindsey, September 1940. Dark Earth/Dark Green uppersurfaces; Night/White undersides. Spinner is Night; codes in Medium Sea Grey, other national markings standard. Note Polish flag under cockpit



Sole Defiant F Mk I survivor, before it was taken for permanent display at the Battle of Britain Museum at Hendon, now bearing serial N1671 and coded EW-D (R.J. Caruana Archives)

THE Boulton-Paul Defiant

by Richard J. Caruana

Boulton-Paul's turret fighter was based on a concept deeply entrenched in air warfare, as evidenced by the long line of two-seat fighters dating back to the days of World War I, a tradition which continued throughout the 'twenties and 'thirties. As a result of the unwise decision to develop such an aircraft at that time, the Royal Air Force's Fighter Command was to suffer one of the most tragic chapters in its history. Richard J. Caruana traces the Defiant's story, and accompanies this feature with some interesting colour schemes and a new set of scale plans.

The two-seat fighter, a traditional feature in the Royal Air Force's (RAF) inventory, had changed little in general layout between the days of such classics as the Bristol Fighter and the Hawker Demon. A pilot sitting in the front cockpit had at his disposal one or two guns firing forward while rear and side defence was the responsibility of a gunner sitting behind him. As a result of progress in speed made in the meantime, manual gun handling by the gunner became increasingly difficult. In fact complaints and incidents reported by Hawker Demon and Boulton & Paul Sidesstrand crews vividly described the hazards being faced. Boulton & Paul were instructed on 13 August 1932 to study

what could be done to rectify this matter, and possibly include such provisions into the Sidesstrand Mk IV then under study.

After months of investigation, the company came up with a bold solution: a completely enclosed cylindrical turret with a hemispherical top, housing a single Lewis gun mounted with the barrel protruding through a narrow slot. Rotation of the turret was by means of compressed air, and the gunner could elevate his gun to around 70° through a 360° horizontal field of fire. By June 1933, a mock-up which incorporated also hydraulic balancing of the seat and gun had been officially inspected and accepted for installation in the Sidesstrand. Having afforded such protection

to the nose gunner, it was decided that the same treatment should be offered to the pilot by providing a fully enclosed cockpit. Furthermore, the aircraft was re-engined with Bristol Pegasus engines; due to all these improvements, what was supposed to be the Sidesstrand Mk V was renamed as 'Overstrand'.

On the sale of its assets and business to a public company on 30 June 1934, Boulton & Paul became Boulton Paul Aircraft Ltd. Plans were also at hand to build a new factory at Wolverhampton. A contract was received for the construction of Hawker Demons fitted with a Frazer-





Defiant F Mk I, N1801/PS-B flown by Frederick Hughes of N° 264 Squadron, mid 1940. Night overall with Medium Sea Grey codes; serial in Dull Red. 'B1' fuselage roundels, 'B' upper wing roundels; no roundels under wings. Note personal emblem, 'Coimbatore II' under exhaust stacks and five victories under cockpit



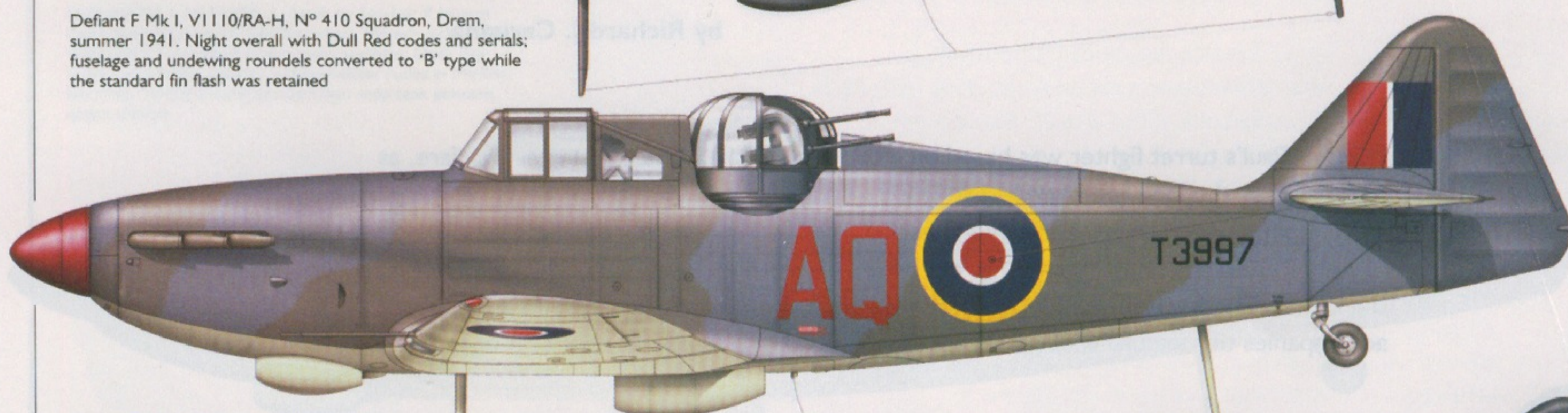
Defiant F Mk I, N3328/DZ-Z of N° 151 Squadron, early 1941. Night overall with Dull Red codes and serials. Standard national markings; red/white sharkmouth motif on engine cowling



Defiant F Mk II, AA436/DZ-V, N° 151 Squadron, mid-1941. Night overall with 'CI' roundels on fuselage sides and 'B' roundels above wings; codes and serials in Dull Red



Defiant F Mk I, VII10/RA-H, N° 410 Squadron, Drem, summer 1941. Night overall with Dull Red codes and serials; fuselage and undewing roundels converted to 'B' type while the standard fin flash was retained



Defiant F Mk I, T3997/AQ, N° 276 (ASR) Squadron, Harrowbear, 1942. Extra Dark Sea Grey/Dark Slate Grey upper surfaces; Sky undersides. Dull Red spinner and codes; 'CI' fuselage roundels, 'B' roundels above wings and 'C' roundels under wings



Defiant F Mk I, L7011/KJ-A, Gunnery Training and Fighter Affiliation Duties, N° 11 OTU, November 1942. Night overall with Dull Red codes and serials; 'CI' roundel on fuselage sides and 'B' roundels above wings. Note name 'Skatz' under cockpit in white (some sources claim this to be in Dull Red)



PS-R/N1536 is the Defiant F Mk I in the foreground of this N° 264 Squadron line-up at Kirton-on-Lindsey in 1940. A closer examination of this photo show a variety of fuselage roundel sizes and proportions (R.J. Caruana Archives)

Nash hydraulically-operated turret, which effectively protected the gunner from the slipstream enabling him to better train and fire his gun. The rear top fuselage consisted of a turtle-back cowl attached to the gunner's harness which folded up and down according to his movements.

Although development of powered turrets continued, it would appear that funding was somewhat limited, notwithstanding the enthusiastic response from the Air Ministry. The company's patents in this field ended in the Secret List, thus severely limiting further progress. John D. North, the company's chief engineer, adopted a French design which met little official interest in France. Designed by J.B.A de Boysson, a hydraulically-operated turret was developed by the Société d'Applications des Machines Motrices (SAMM) and Boulton Paul acquired full rights for its manufacture and development within the British Empire. Two turrets were ordered from SAMM for further trials, fitted with Browning machine guns in place of the four Darne 7 mm guns of the original design. Meanwhile, an original (Darne-armed) Boysson turret was tested in the nose of Overstrand K8175, and a single 20mm Hispano cannon installation was also tested in another turret on K8176.

During this time of radical change in fighter design and tactics, the Air Ministry was probably not completely confident that the emerging category of single-seat monoplane fighters, armed with a battery of eight guns buried in the wings, could make the grade. The issue of Specification F.9/35 called for a two-seat day and night fighter, which should have its armament concentrated in a power-operated turret. Although one cannot entirely attribute this specification to such thinking, it seems to hold more than a slight element of the 'tried and tested'. This was not only a dated concept, but in fact a step backward; while previously the pilot could make use of front-firing armament, in this case he was nothing more than a 'driver'. Still, in spite of the turret's weight penalty, the aircraft was expected

to perform within performance parameters close to those of contemporary single-seaters not only in speed but also in range of action. Apparently, officially it had been contemplated that a gunner having a battery of guns with a 360° traverse stood a better chance of hitting an enemy aircraft than a pilot engrossed in manoeuvring his fighter around the sky to find the target.

Apart from Boulton Paul, F.9/35 brought proposals from Hawker, Bristol and Armstrong Whitworth; of these only the first two made it beyond the design stage, with one prototype each being ordered in the autumn of 1935. Hawker's proposal was a radical redesign of the Henley, a two-seat light bomber which in itself had inherited many of its lines from the Hurricane, including having identical outer wing panels. Committed as it was to Hurricane development, Hawker's Hotspur prototype (K8309) did not fly

centre section. The rear half of the fuselage incorporated the turret which was faired fore and aft with wooden-framed hydraulically-operated fairings which automatically hinged down to allow the guns to traverse.

The wings, built around two spars, were broken down into five parts: a centre section, two outer wing panels and detachable wing tips. The centre section housed the fully-retractable main undercarriage members and self-sealing fuel tanks, one 52 Imp. gallon (236 litre) tank on either side of the radiator bath. This tankage was later increased by another pair of 27 Imp. gallon (123 litre) tanks further outboard in the outer wing sections.

The Boulton-Paul A. Mk.IID turret was a self-contained, removable unit, fitted with four .303 Browning machine guns with 600 rounds per gun (rpg). This unit weighed 360lb (162kg) empty, to

"On 11 August 1937, chief test pilot Cecil Feather took the turret-less prototype up for its first flight."

until 14 June 1938. Although performance seemed adequate, and the aircraft was reported to handle well, it had only flown with a wooden mock-up in place of the turret, and trials in all-up weight conditions were never performed.

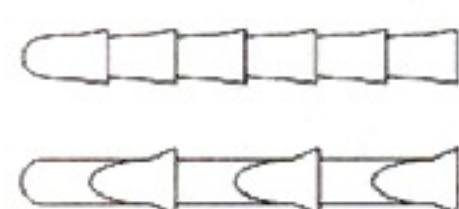
On the other hand, Boulton Paul commenced construction of their F.9/35 prototype (K9310) in 1936 at their new Wolverhampton plant, although design had begun at Norwich. It was generally similar in size to the Hurricane, and bore an uncanny external resemblance to it as well. Close attention had been given to aerodynamic cleanliness in order to minimise drag. Of conventional construction, its fuselage was built in two main sections, the forward section built up of four longerons and a number of bulkheads, while the rear section was made up of three units, the two side panels and the top decking. The forward section housed the pilot's cockpit over the wing

which 88lb (39.6kg) of armament and 106lb (48kg) of ammunition had to be added. Its hydraulically-operated system was completely independent from any other system in the aircraft.

On 11 August 1937, chief test pilot Cecil Feather took the turret-less prototype up for its first flight. The aircraft weighed 7,500lb (3,375kg) without its turret at this stage, and was powered by a Rolls Royce Merlin I engine with which it attained a maximum speed of 302mph (485.6km/h). With the turret installed, vertical tail area had to be increased slightly; meanwhile a second prototype had been ordered (K8620).

When it had been decided to abandon further development of the Hotspur, an initial order for 87 production aircraft of what by that time had become known as the 'Defiant', was placed on



Boulton-Paul Defiant F Mk I*Pilot's canopy slides rearwards on all versions***Port Profile***(Rolls-Royce Merlin III)*Retractable fabric-covered rear
fairing**Boulton-Paul
Defiant***Slightly increased chord on
upper part of rudder*Alternative exhaust
stacks for FMk.I**Boulton-Paul Defiant F Mk II****Port Profile***(Rolls-Royce Merlin XX)*Rear ventral aerial shown
retracted**Boulton-Paul Defiant NF Mk II****Starboard Profile**

*All Mk. VI Radar aerals on night-
fighter versions;
Note leading edge aerial on this
side only*

Enlarged oil cooler fairing

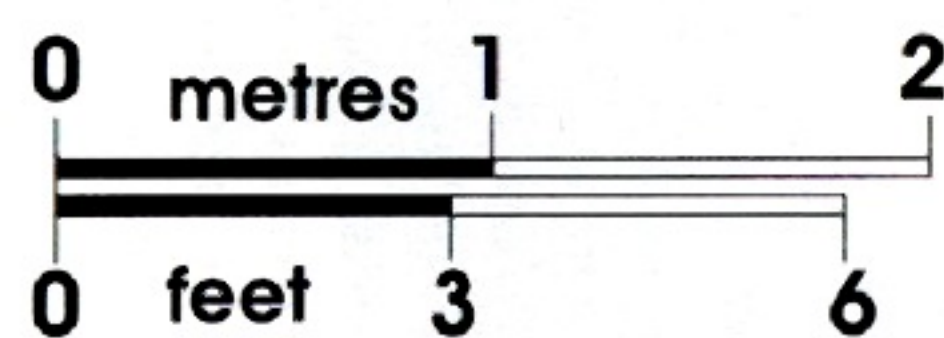
Deepened radiator

**Drawings by
Richard J. Caruana
© 2003**

Rear canopy slides rearwards

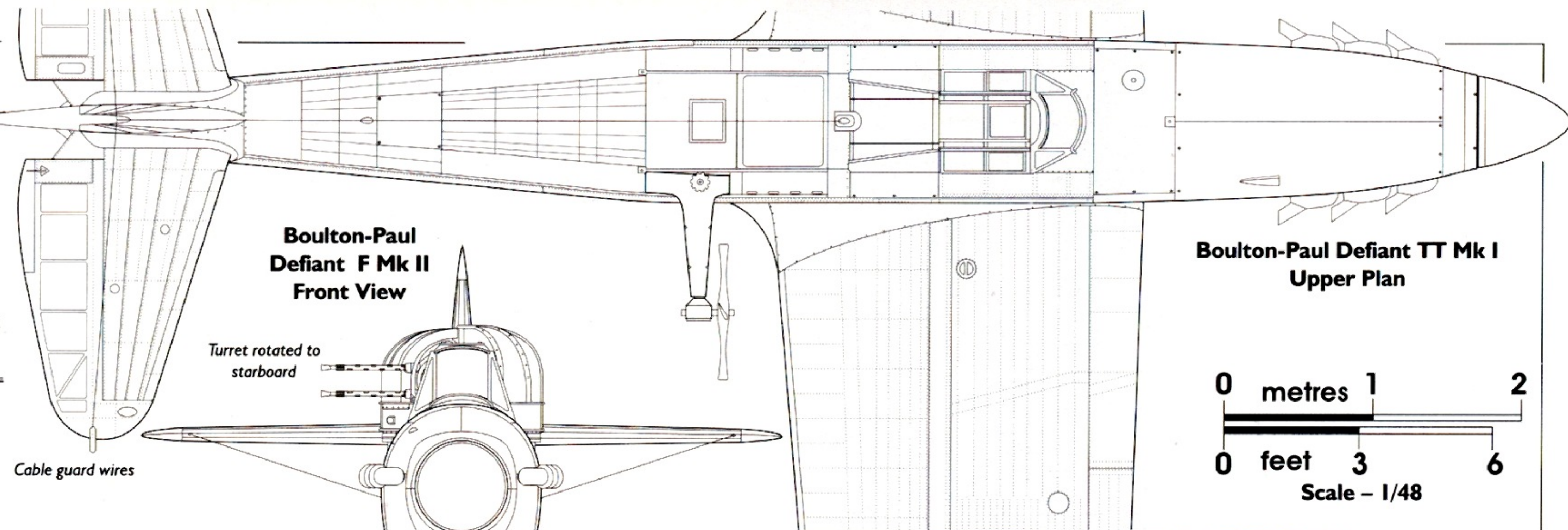
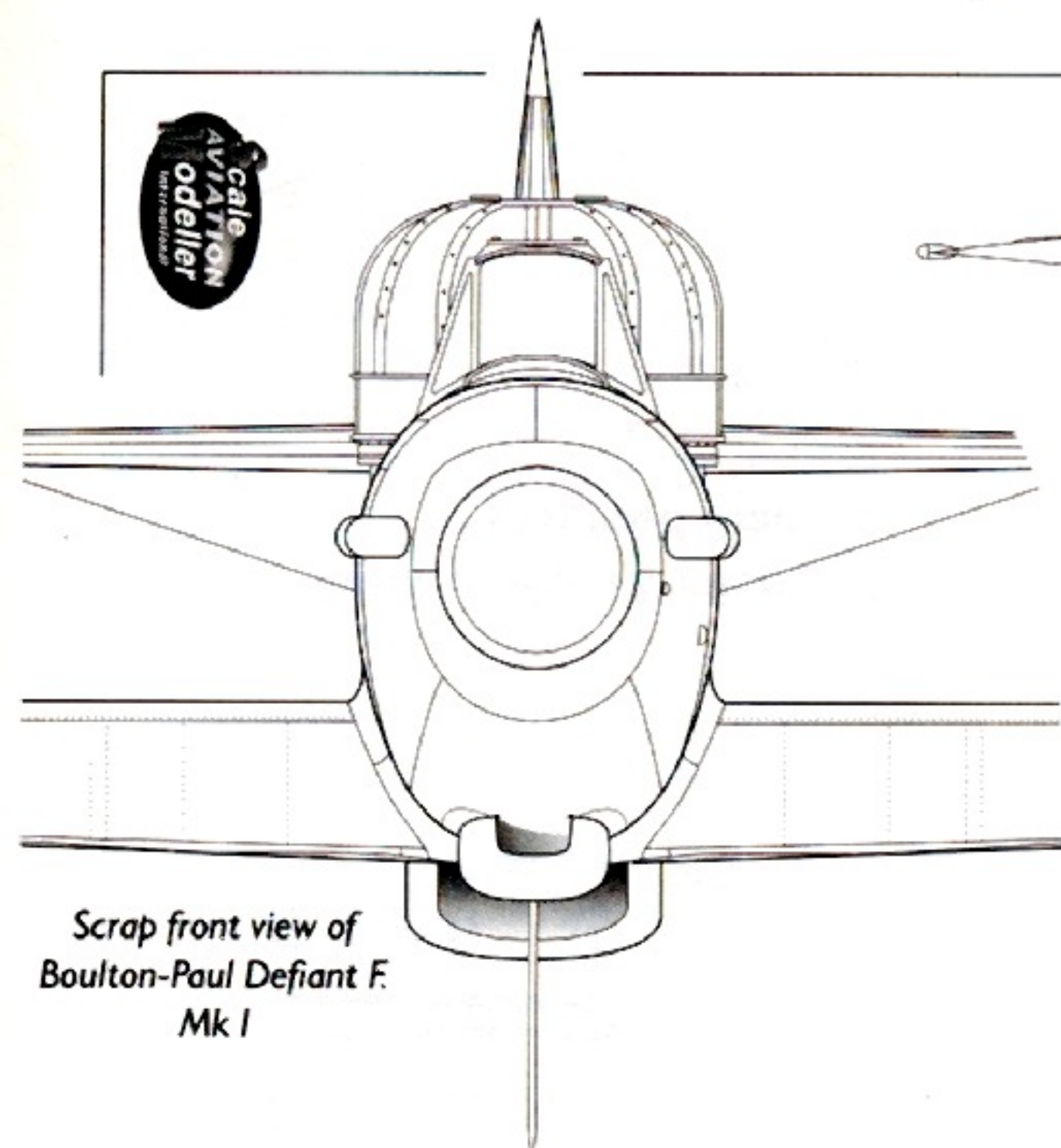
Boulton-Paul Defiant TT Mk I**Port Profile**

Drogue storage box

Cable guard wires
around fin and
tailplanes

Scale – 1/48

Undercarriage shown fully extended
(serves all versions)



Cable guard wires

Deepened radiator and oil cooler

Below: Scrap underside plan of Defiant TT Mk I showing drogue storage box, winch and pulley mechanism

Scrap front view of Boulton-Paul Defiant TT Mk I

Cable guard wires

Mk IIB winch

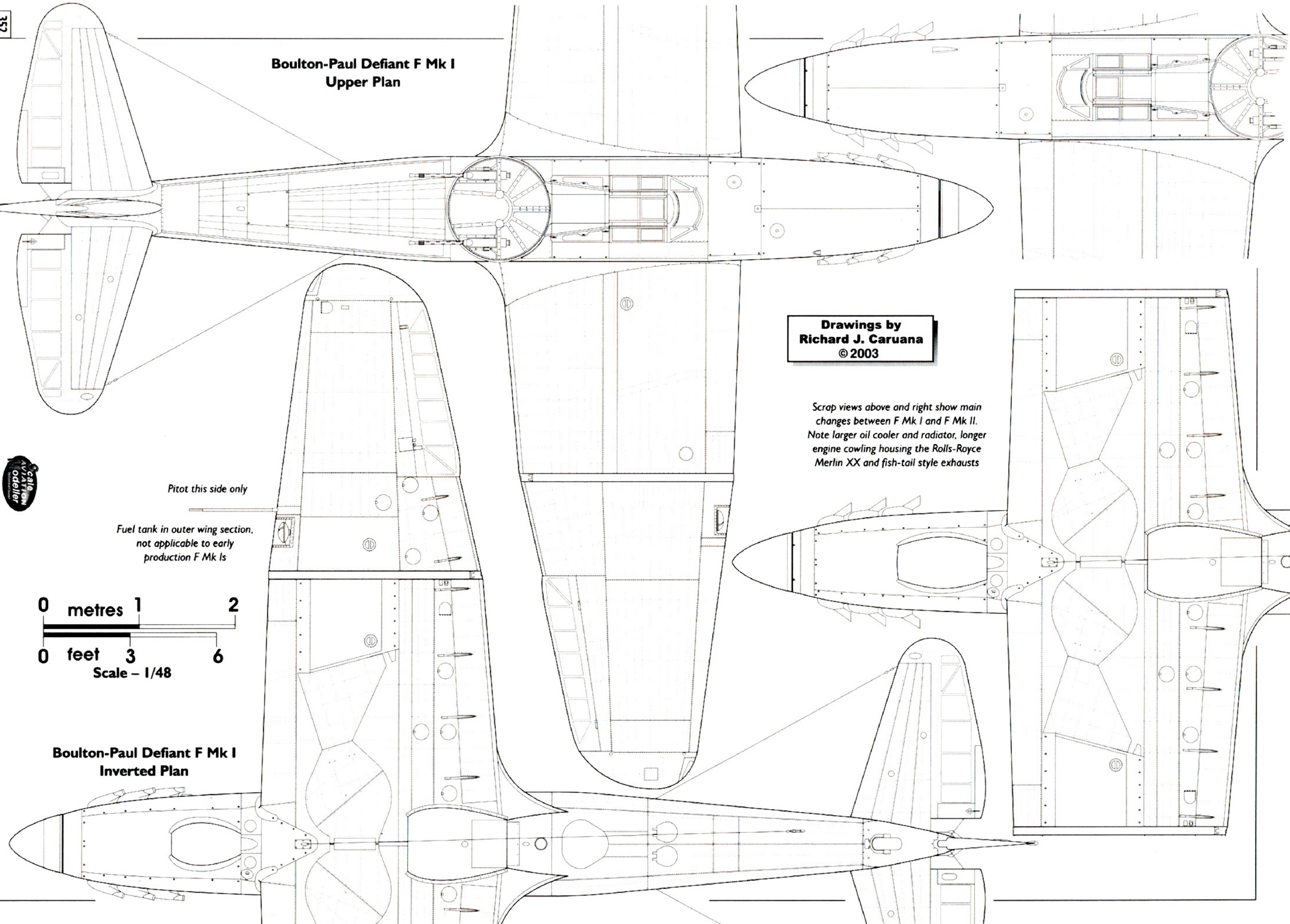
**Boulton-Paul Defiant TT Mk I
Starboard Profile**

Mk. IIB winch

Tropical filter

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Boulton-Paul Defiant F Mk I Upper Plan



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Scrap views above and right show main
changes between F Mk I and F Mk II.
Note larger oil cooler and radiator, longer
engine cowling housing the Rolls-Royce
Merlin XX and fish-tail style exhausts

Pitot this side only

Fuel tank in outer wing section,
not applicable to early
production F Mk Is

0 metres 1 2
0 feet 3 6
Scale - 1/48

Boulton-Paul Defiant F Mk I
Inverted Plan



A Defiant NF Mk II, displaying the array of radar aerials carried on the fuselage sides, above and below the wings, and an 'arrow-head' aerial on the starboard wing leading edge (Boulton-Paul)

28 April 1937. Although drawings began reaching the workshops by the end of that same year, completion of the second prototype was delayed due to a change in power plant, from Merlin I to Merlin II. Apart from the increased tail area, it also featured redesigned exhaust stacks and cockpit canopy, and modifications to the undercarriage doors, thus bringing it very close to production standard. This set the first flight of K8620 back to 18 May 1939.

This was followed by another engine update with the selection of the Merlin III for production Defiants. The first production aircraft (L6950) performed its maiden flight on 30 July 1939, and by September it was with the A & AEE at Boscombe Down for official trials. These included dive-bombing trials at Orfordness, as L6950 had been fitted with underwing racks to carry light bombs. L6951 was transferred to the Central Flying School for handling trials. The

Squadron, which had been formed at Sutton Bridge in October 1939 from where it moved to Martlesham. There it received its first two aircraft on 8 December 1939. By that time, more than half of the first production order had been completed; two further orders had been placed, one in February 1938 for 202 aircraft and another in May of the same year for 161. More orders were placed in December 1939 (150), February 1940 (50) and July 1940 (280).

264 Squadron was grounded on 28 January after a series of engine difficulties and hydraulic problems, the ban being lifted during the first week of February 1940. Although not fully worked up, two of the squadron's flights were posted to Wittering on 21 March to fly convoy patrols. On 10 May, the entire squadron moved to Duxford, while two days later 'A' Flight proceeded to Horsham St Faith. That day, six Defiants from this Flight patrolled the Dutch coast and after strafing

devised a plan whereby Defiants flew in mixed formation with Hurricanes, and it is quite plausible that enemy fighters had been tricked by this ploy. This glorious chapter soon came to a grim end, as seven Defiants were lost on 31 May, and after working up again to squadron strength during the following month, 264 returned to flying convoy patrols from Matlesham Heath and Debden, until on 23 July the unit was retired to Kirton-on-Lindsey.

Nº 141 Squadron was the second Defiant unit to be formed, becoming operational at Grangemouth on 3 June 1940. On 19 July, 12 aircraft from the unit moved to Hawkinge, nine of which were scrambled at 12.30hrs. They had the misfortune of being bounced south of Folkstone by Bf 109Es which practically decimated the formation; L7014, although badly shot up, was to be the sole survivor. Pilots of Nº 111 Squadron claimed that the Defiants had shot down four of the aggressors during the fight.

During the height of the Battle of Britain, Nº 264 moved to Horchurch on 22 August; two days later the unit claimed three Ju 88s and a Bf 109E destroyed for the loss of two Defiants. On 26 August three Do 17s were shot down losing another Defiant in the process, while two days later four more of the turret fighters were lost. On 28 August, 264 Squadron ceased operations and moved to Duxford the following day, bringing day operations of the type to an end. It took officialdom more than enough time to realise that the Defiant was completely unsuited for this role.

"...the Defiant proved to be at a distinct disadvantage when compared with a single-seat fighter."

Defiant was described as having excellent handling qualities, with very few vices. It found to be quite stable, with very little trim change being necessary when the undercarriage or flaps were extended or retracted. As with most aircraft of the time, it had a tendency to swing to port during take off, something which could easily be corrected. Comparative trials with Nº 111 Squadron Hurricanes were performed at Northolt on L6952 in October 1939, where the real situation emerged: the Defiant proved to be at a distinct disadvantage when compared with a single-seat fighter. The report clearly stated that than any average pilot flying a Hurricane 'could carve up an aircraft with the power/weight ratio of the Defiant'!

Day Fighter Disaster

First unit to receive the Defiant was Nº 264

ground targets off S'Gravenhage, escorted by Spitfires from Nº 66 Squadron, drew first blood by shooting down a Ju 88A. On 13 May, 'B' Flight went into action, engaging a formation of Ju 87Bs of which they claimed four destroyed, when the Defiants were bounced by Bf 109Es escorting the 'Stukas'; only L6974 escaped to tell the tale! Offensive patrols were cancelled and Defiant sorties were limited to anti-bomber patrols over the Channel.

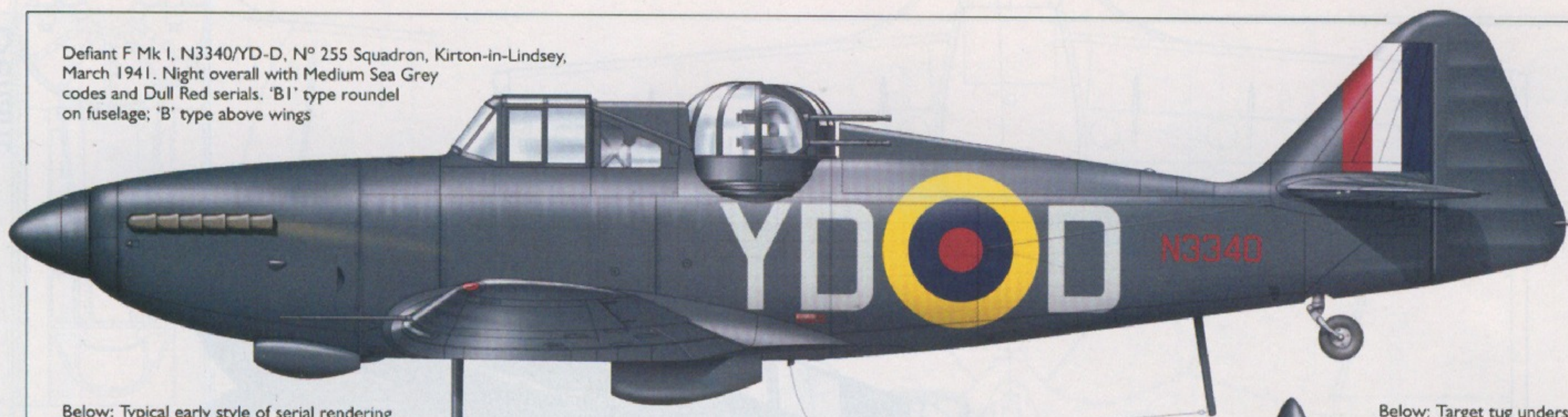
The Squadron was to enjoy a brief moment of glory when, between 27 and 31 May its Defiants were ordered to participate in providing top cover at Dunkirk, across the Channel. During this period, 264 Squadron claimed 65 kills, 37 of which were supposed to have been achieved on 29 May! There is no doubt that these claims were grossly exaggerated. One has to remember, though, that Squadron Leader Philip Hunter had

The Defiant Night Fighter

Nº 141 Squadron pioneered night flying sorties with the Defiant on 1 July 1940, when L7997 flew a lone sortie. As the type had been withdrawn from daylight operations, both 141 and 264 Squadrons were operating practically as night fighter units by September. This coincided with the switch to night bombing by the Luftwaffe on London; 'B' flight of Nº 141 Squadron



Defiant F Mk I, N3340/YD-D, N° 255 Squadron, Kirton-in-Lindsey, March 1941. Night overall with Medium Sea Grey codes and Dull Red serials. 'B1' type roundel on fuselage; 'B' type above wings



Below: Typical early style of serial rendering under the wings: 30" high in black over White under starboard wing and in white under port wing

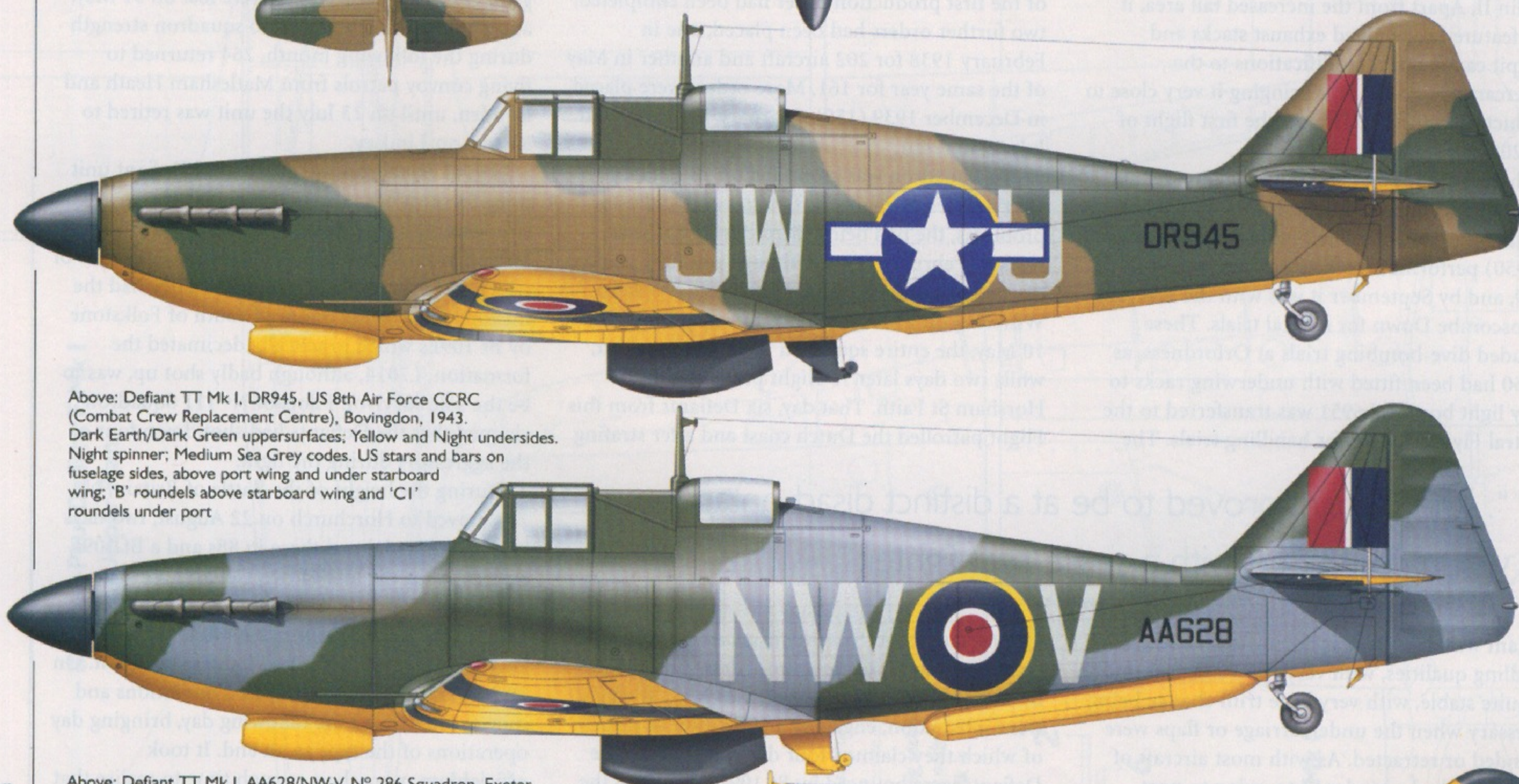
Below: Target tug underside view: Yellow overall with 36" diagonal stripes and underside of tailplane's fixed area in Night. 32" diameter 'C' type roundels



Above: Typical camouflage pattern to Scheme 'A' (applied to even-serialled aircraft), with 56" diameter 'B' type roundels. Note 1" black walkway marking and yellow-green gas warning panel on port wing; Scheme 'B' (applied to odd-serialled aircraft) is seen in the centre

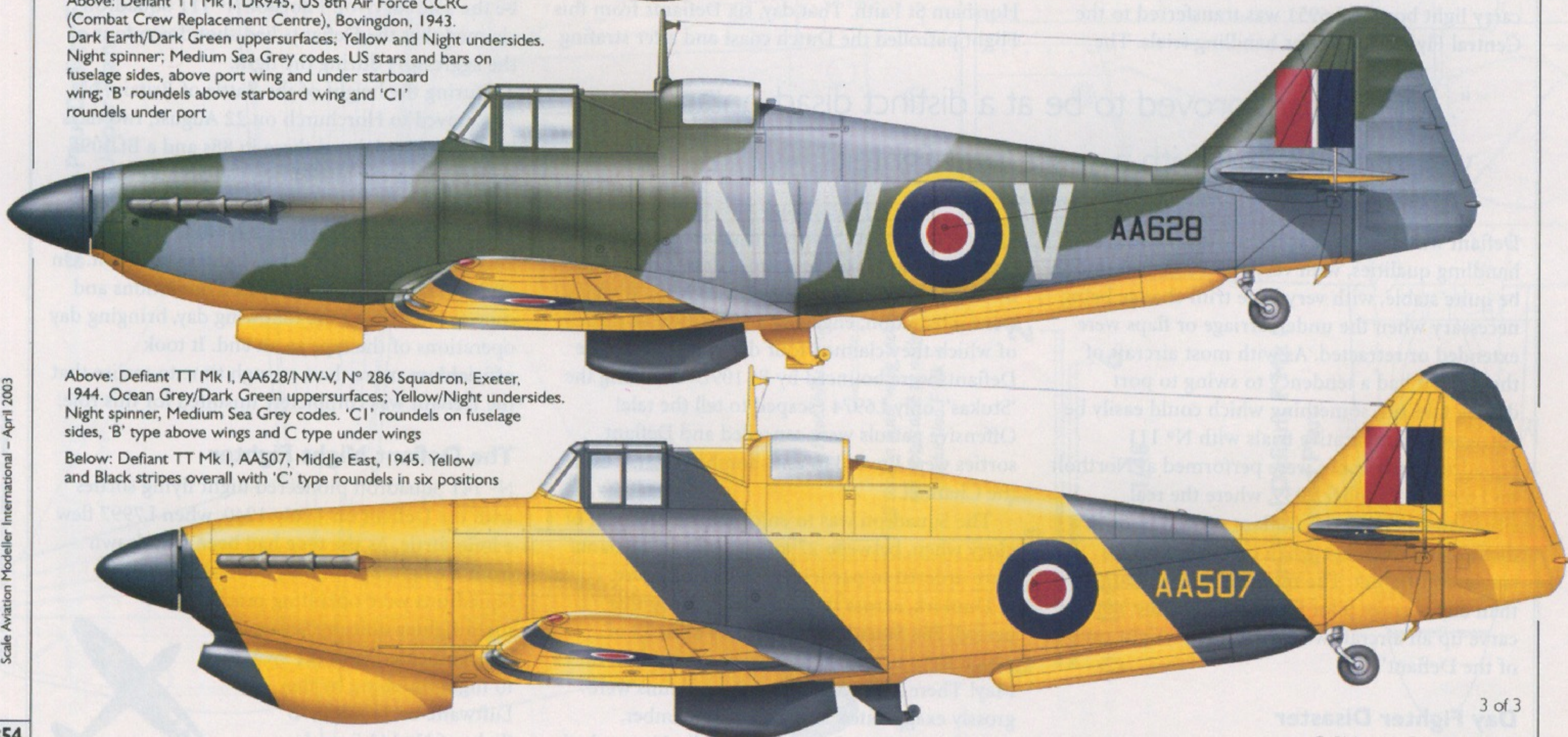
Above: scrap underside views applicable to DR945 (shown below). US star was also carried above port wing while the standard 'B' type roundel was carried on the starboard wing

Above: Defiant TT Mk I, DR945, US 8th Air Force CCRC (Combat Crew Replacement Centre), Bovingdon, 1943. Dark Earth/Dark Green upper surfaces; Yellow and Night undersides. Night spinner; Medium Sea Grey codes. US stars and bars on fuselage sides, above port wing and under starboard wing; 'B' roundels above starboard wing and 'CI' roundels under port



Above: Defiant TT Mk I, AA628/NW-V, N° 286 Squadron, Exeter, 1944. Ocean Grey/Dark Green upper surfaces; Yellow/Night undersides. Night spinner; Medium Sea Grey codes. 'CI' roundels on fuselage sides, 'B' type above wings and C type under wings

Below: Defiant TT Mk I, AA507, Middle East, 1945. Yellow and Black stripes overall with 'C' type roundels in six positions





Wintry scene, dating back to January 1942, with a TT Mk I Defiant standing in the snow; note the wind-driven cable winch attached to the starboard fuselage side and drougue box under the rear fuselage (Boulton-Paul)

moved to Biggin Hill, with 'A' Flight taking up residence at Gatwick in October. Two He 111s were claimed by the unit as shot down on the night of 15/16 September. No 264 was similarly engaged, flying from Rochford, and later Debden. However, successes were few and far between and it was only with the arrival of airborne radar that the situation improved.

In the quest for better performance, Boulton Paul developed the Defiant F Mk II, powered by a 1,260hp Merlin XX. First flight of such an aircraft (N1550) was performed on 20 July 1940. Apart from the longer cowling to accommodate the new engine, both oil cooler and radiator were deepened and enlarged. The Mk II clocked a maximum speed of 315mph (506.5km/h) at 16,500ft (5,020m) during official trials. An order for 280 Mk Is placed in July was amended to cover the production of 63 Mk Is and 210 Mk IIs (a further seven Mk Is having been converted to Mk II standard on the production line).

Deliveries of the Mk II commenced in February 1941, by which time the Defiant had established itself in the night fighter role. By autumn of that year, AI Mk IV (and later Mk VI) radar was being fitted to Mk I Defiants (redesignated Mk IA) and Mk IIs (NF Mk II). Night fighter squadrons with the Defiant began to mushroom, these including No 96, 125, 141, 151, 153, 264 and 410. By mid-1942, the Defiant night fighter had been largely replaced by twin-engined types even in this role, No 153 and 256 Squadrons retaining their turret-fighters up to the end of that year. A Flight of No 515 (Special Duties) Squadron kept its Defiants well into 1943.

Jack of All Trades

As Defiants became surplus to needs of front line squadrons, they were transferred to Fighter Command air-sea-rescue units. Around 50 examples were fitted with an 'M' type dinghy stowage pack under each wing, serving with No 275, 276, 277, 278 and 281 Squadrons. After just

six months of operations, these Defiants were withdrawn due to a number of problems, foremost among them being lack of proper maintenance.

Boulton Paul had embarked on a turret-less version way back in 1940, a single seat Defiant with a pair of .303in Brownings in each wing. The original prototype – K8310 – was modified to this standard; in fact one could say that it had reverted to the solid rear fuselage with which it had flown its initial flights. Notwithstanding that its performance would have been slightly better than that of the Hurricane, no official interest was shown in the single-seat Defiant.

The final production run covered 140 target-towing Defiants ordered in July 1941. A clear rear-sliding canopy over the winch operator's cockpit replaced the gun turret, a 'B' or 'E' type winch

another rich source for conversions to TT Mk III, a job assigned to Reid & Sigrist at Desford. N3488 became the development machine (rather than prototype) and apart from the Merlin III, distinguishable by its shorter nose, this version was similar to the TT Mk I in most other respects. About 150 Defiants were converted to Mk III standard between 1942 and 1943. Apart from most of the Gunnery Schools, where it replaced the Lysander, also the Royal Navy employed the Defiant target-tug overseas. For this purpose, in 1943 it became necessary to fit tropical filters to enable the Defiant to operate in hot and dusty climes.

It would be erroneous to conclude that the Defiant was a major failure; such a deficit must be attributed to whoever failed to understand that a turret-fighter could not possibly match

“...the decision to switch from day to night interception helped the Defiant to find a role...”

driven by a windmill was fitted to the starboard side of the fuselage while the target sleeves were housed in a faired pack fitted under the rear fuselage. First TT Mk I (DR863), based on the Merlin XX-powered Mk II, flew in January 1942. Apart from the order for new-build machines, the last 40 F Mk IIs on the production line were also completed as TT Mk Is, with the last (AA670) being delivered in May 1942. To these one has to add a further number of Mk IIs which, on being retired from squadron service, were converted for target-towing duties.

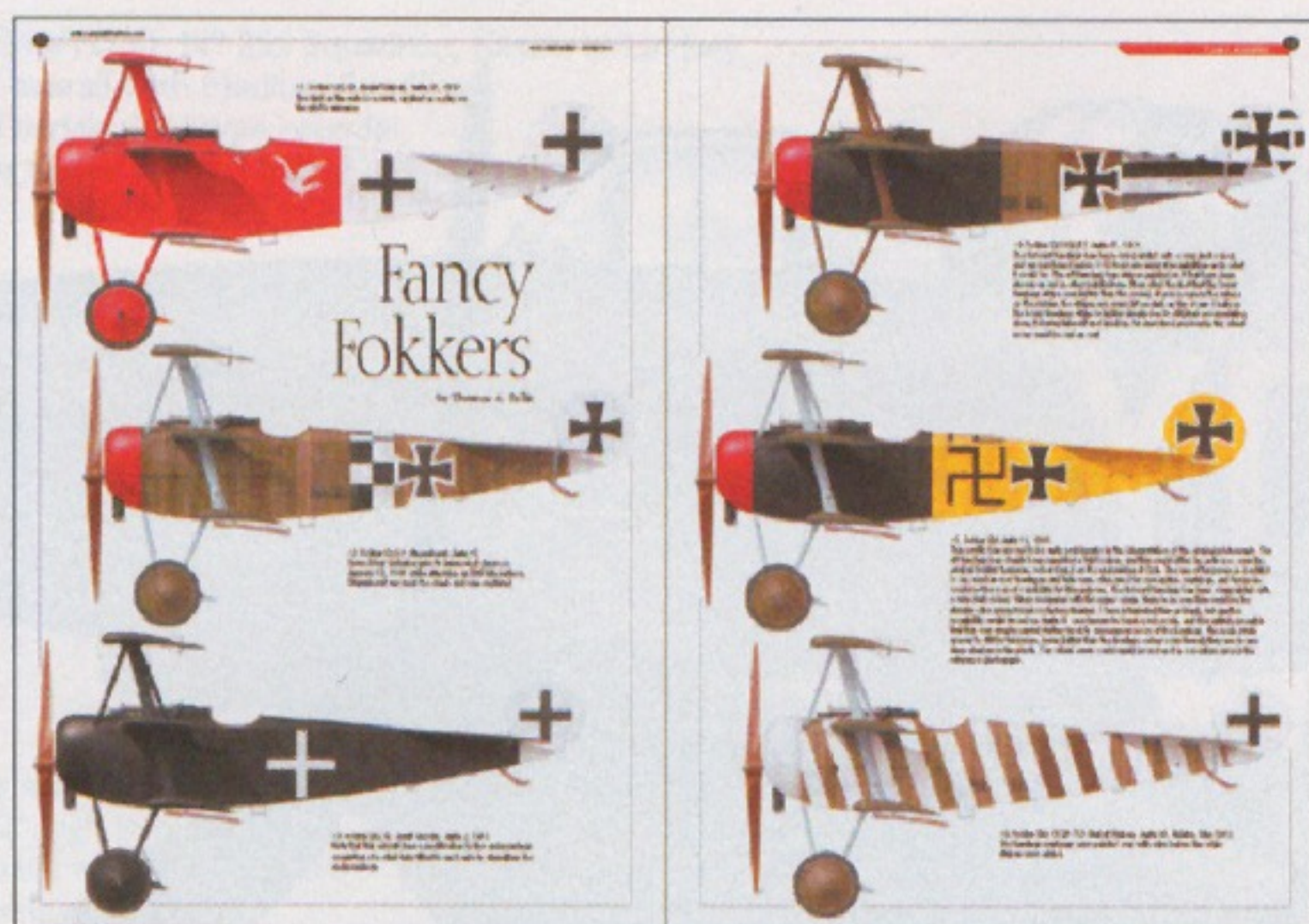
At one time, a Merlin 24-powered version was under study, under the designation of TT Mk II; however the number of above-mentioned new-build TT Mk Is and other conversions was considered as adequate for service needs, and the project did not proceed further. Moreover, quite a number of Defiants F Mk I were available,

contemporary fighters. After a very brief glorious chapter, over-publicised at that time for morale-boosting purposes, the decision to switch from day to night interception helped the Defiant to find a role where it could offer a positive contribution, until such times as more advanced night fighters were ready to take its place. Though target-towing was certainly the least glamorous of all its roles, it was none the less essential, and here the Defiant proved to be an ideal workhorse – reliable, easy to fly and possessing a performance far superior to any other target-towing aircraft of its time.

Richard J. Carnana

Acknowledgement:
The author is grateful for the generous help received from Mark Ansell in the preparation of this feature.

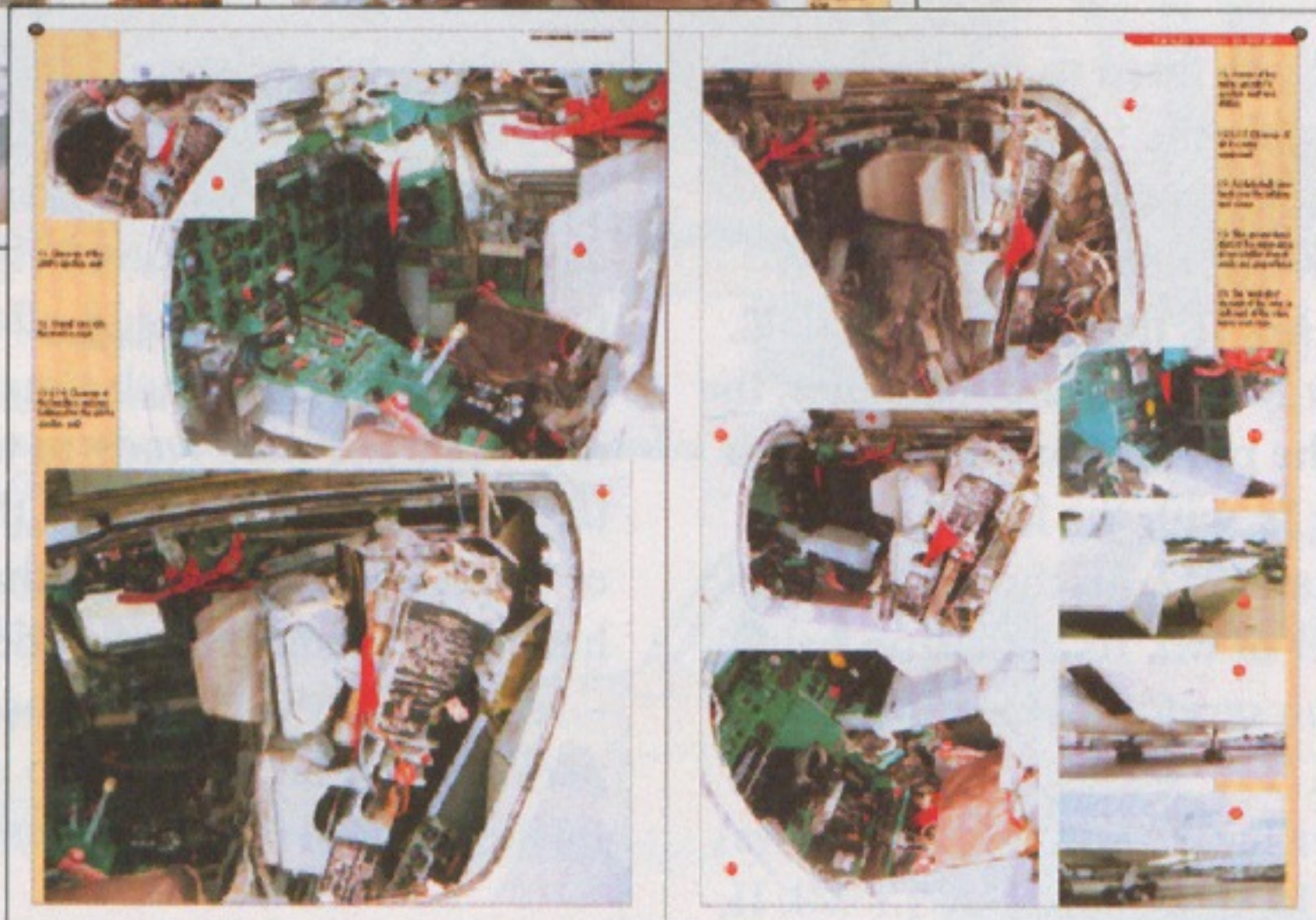
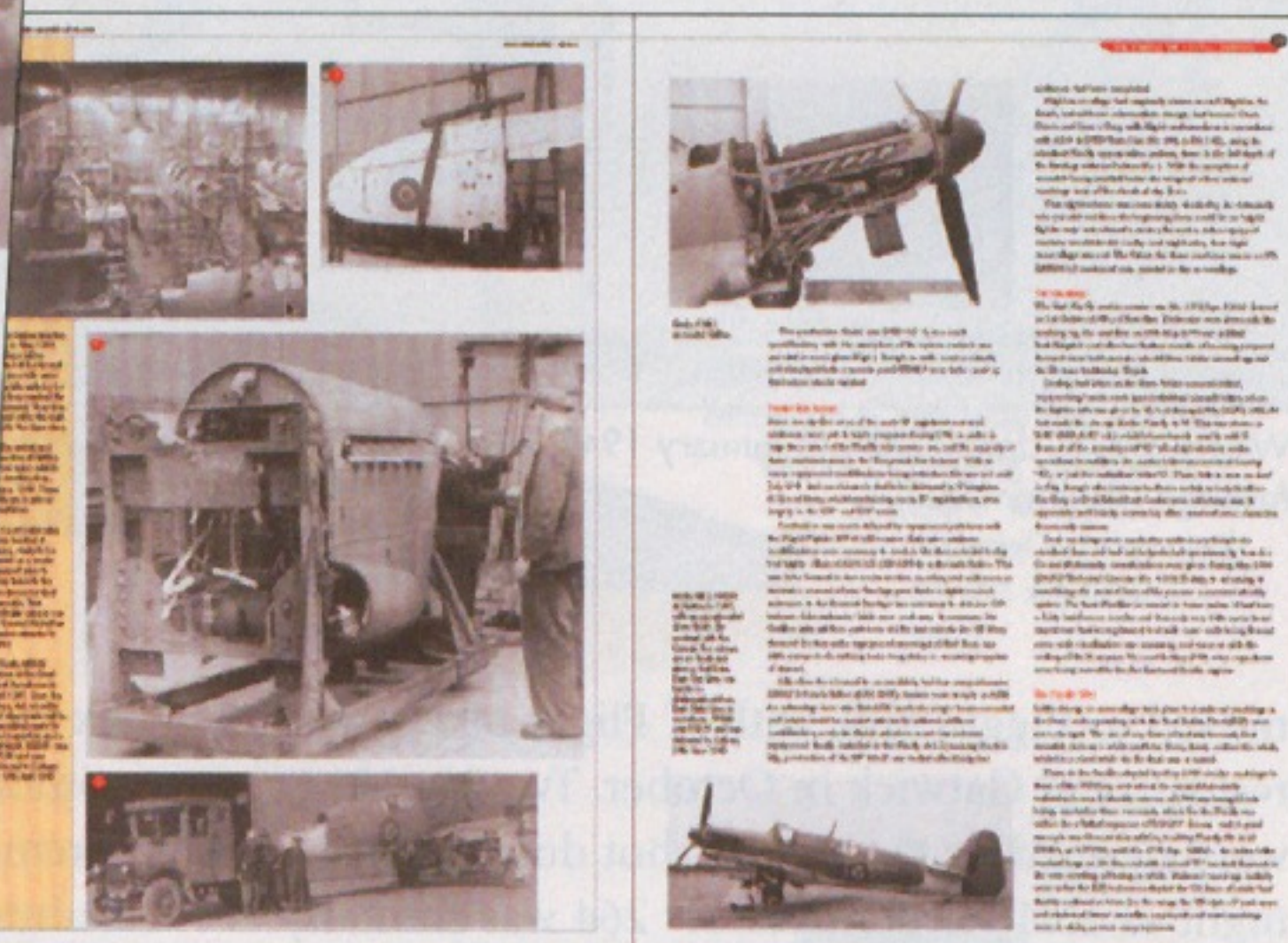




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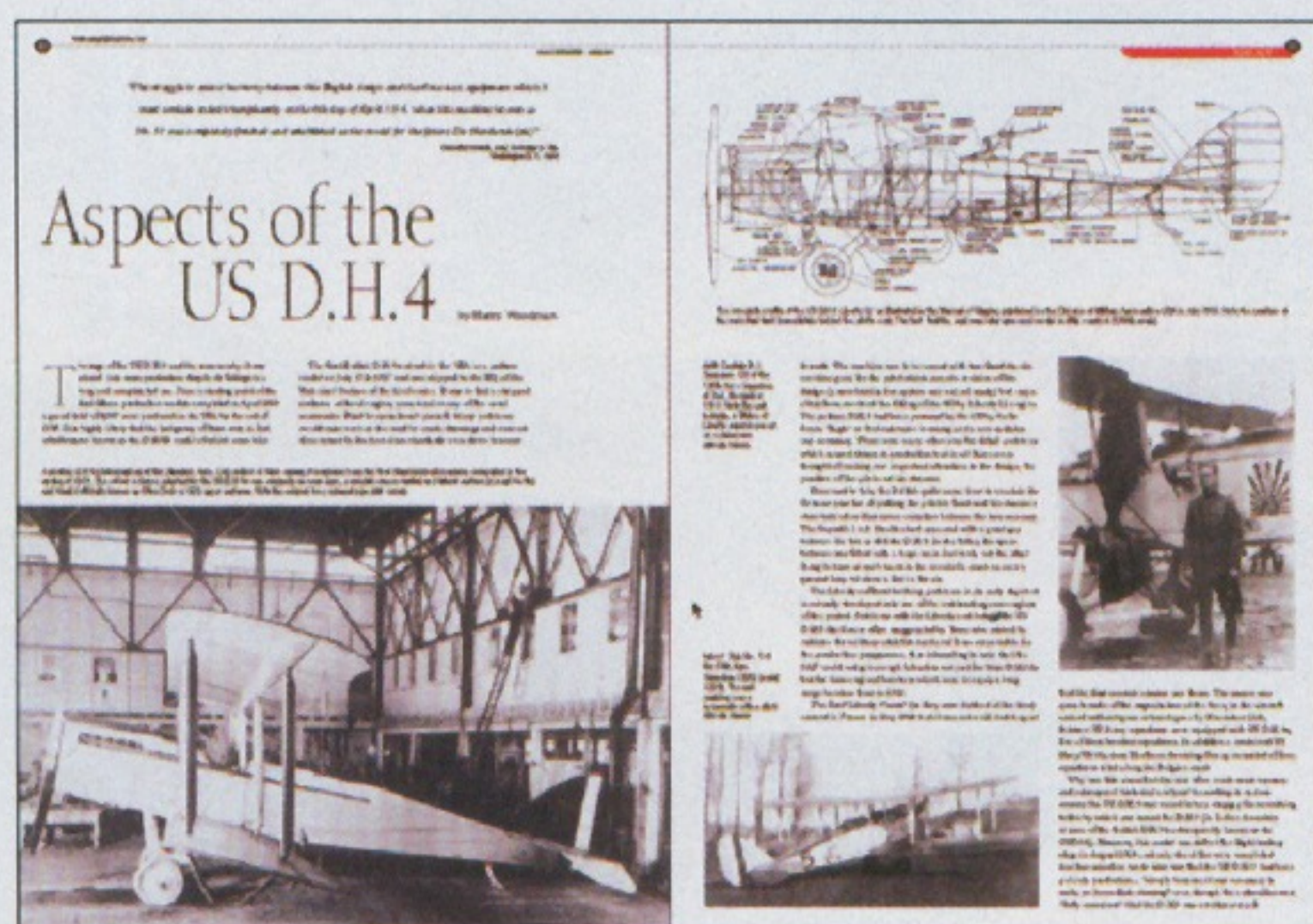


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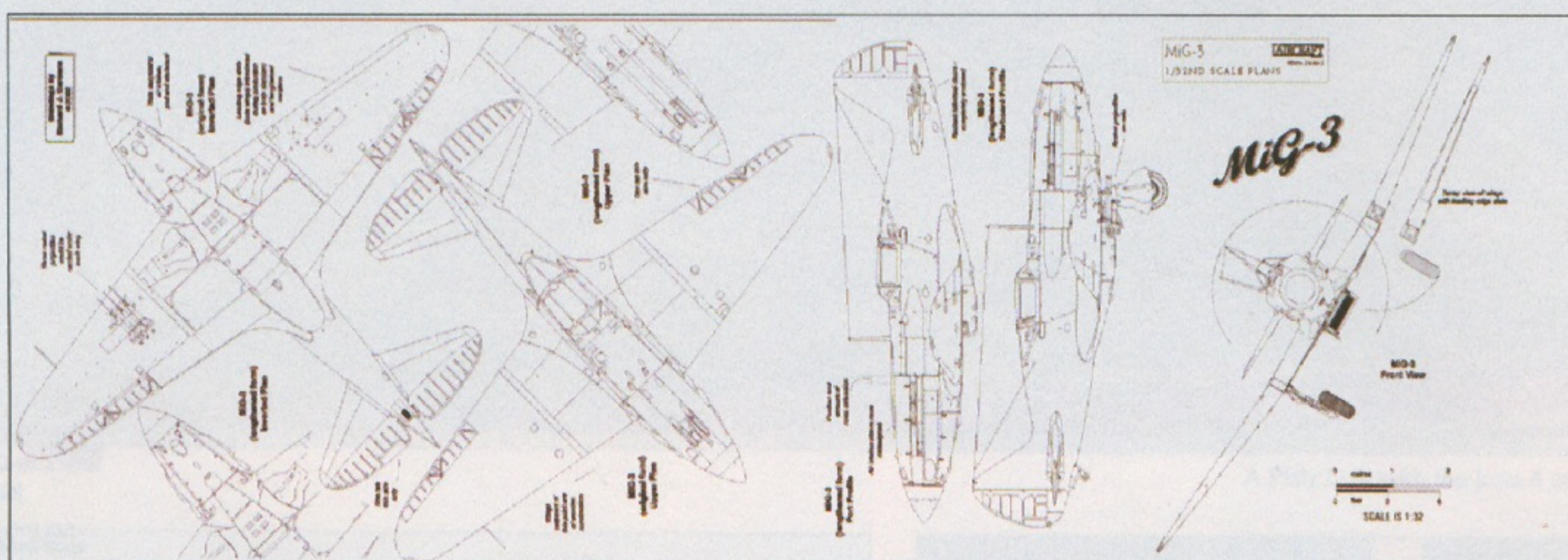
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Modelling Oberleutnant Oskar Freiherr Von Boenigk's Pfalz D.III

by Dagmar Henderickx

The Machine

The Pfalz Flugzeugwerke GmbH did not develop a biplane fighter design of its own until the Pfalz D.III prototype appeared in the spring of 1917. It was an elegant machine that had its roots in the Roland fighters that Pfalz had been building under license until then.

The Pfalz D.III began to enter service in August 1917, being supplied first to Bavarian units. By the end of that year approximately two hundred and fifty D.III's were at the Front. Many Jagdstaffeln had mixed equipment at this period and it was

not unusual for the new fighter to operate in the same formation with Roland and Albatros machines.

Compared with its contemporaries, the Pfalz D.III had a poor rate of climb, a tendency to catch fire rapidly and average manoeuvrability. On the other hand, it was an excellent gun platform thanks to a fuselage-upper-wing gap kept to a minimum to afford a good all-round view from the cockpit. Twin Spandau guns were mounted inside the fuselage with only their muzzles protruding. It also featured a tailplane of inverted aerofoil section, made of ply-covered

wood. This resulted in the capacity to dive hard and fast, a factor that led to its extensive use as a balloon-buster. Except for the tailplane, the fuselage was constructed of thin layers of plywood round a wooden frame of longerons and formers, covered with fabric.

The Pfalz D.III was powered by the Mercedes D.III six-cylinder liquid cooled inline, 160hp engine. This gave it a maximum speed of 180 km/hr and an endurance of 2.5 hr.

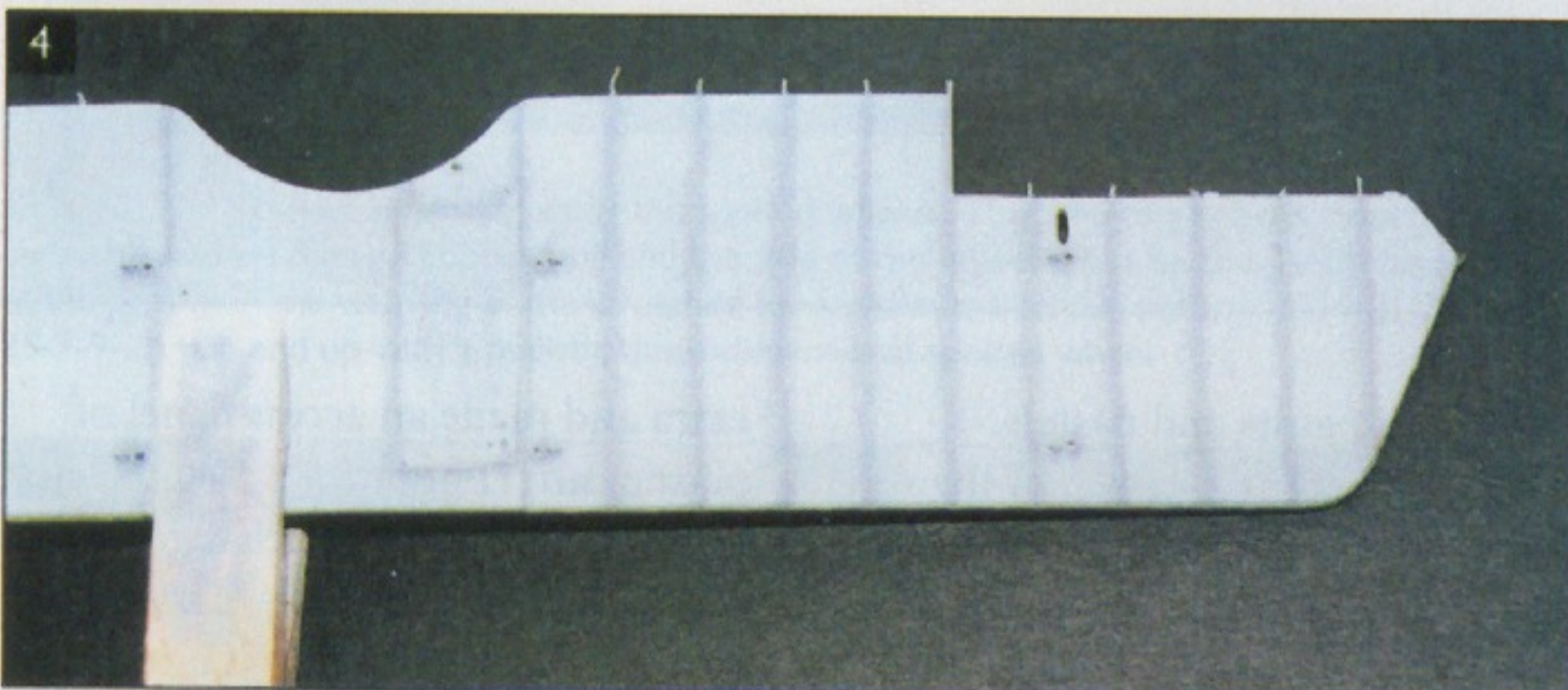
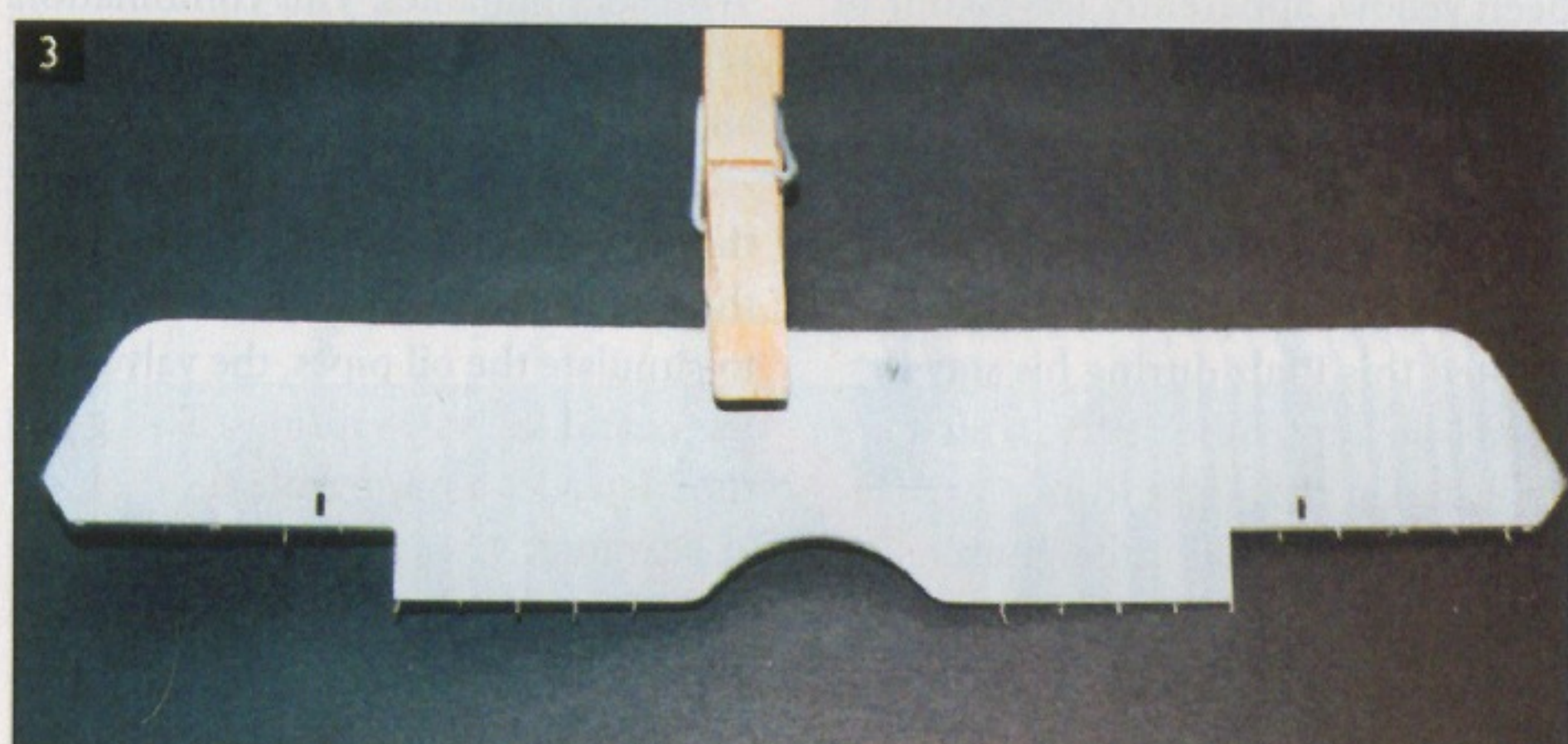
The Pfalz D.III continued to operate until mid-1918. Then it was already looked upon by the Allied

fighter pilots as 'a sitting duck'.

This particular Pfalz (D1386/68) was silbergrau all over with the exception of the Jasta 4 and personal markings (Photo 1). The Jasta identification consisted of a black spiral all along the fuselage. Oskar Freiherr von Boenigk's individual markings were a coloured lower wing part and tailpiece. The exact colour is still to be determined but there are two theories. On one hand it might have been a kind of light blue, this being the opinion of some WW1 aviation historians after studying black and white pictures.



A Pfalz D.III with the Jasta 4 unit markings clearly in evidence



Pictures 2 to 11 show the painting and weathering process as described in the text:
2, 3 & 4: painting the wings with the rib accentuating technique
5 & 6: the shading technique applied on the fuselage





On the other hand it could have been yellow, apparently the colour of his former unit, 'das Grenadier Regiment Nr. 11 König Friedrich III'. Because German noblemen used to refer to their roots, I went for the second possibility. Von Boenigk piloted this Pfalz during his stay in Jasta 4 in September 1917, which operated at that time from Markebeek-airfield in Belgium.

The Man

Silesian nobleman Oskar Freiherr von Boenigk was born in 1894. Before he transferred to aviation in 1917 he already had a long military career behind him as an army cadet, starting at the age of 11, and as one of the many participants in the hostilities in and around the trenches of the Western Front.

After a period of being an observer he finally became a member of Jasta 4. Later on he would become Staffelführer of Jasta 21 before being transferred to the Royal Prussian Jagdgeschwader II. He survived the war as Kommandeure of JG II with 26 victories, seven of which were balloons.

During WWII he gained the rank of General in the Luftwaffe until his retirement in October 1941. At the end of WWII Baron Oskar von Boenigk was taken prisoner and sent to Lager Ketschendorf near Frankfurt where he died as a POW in Russian hands.

The Kit - Assembly

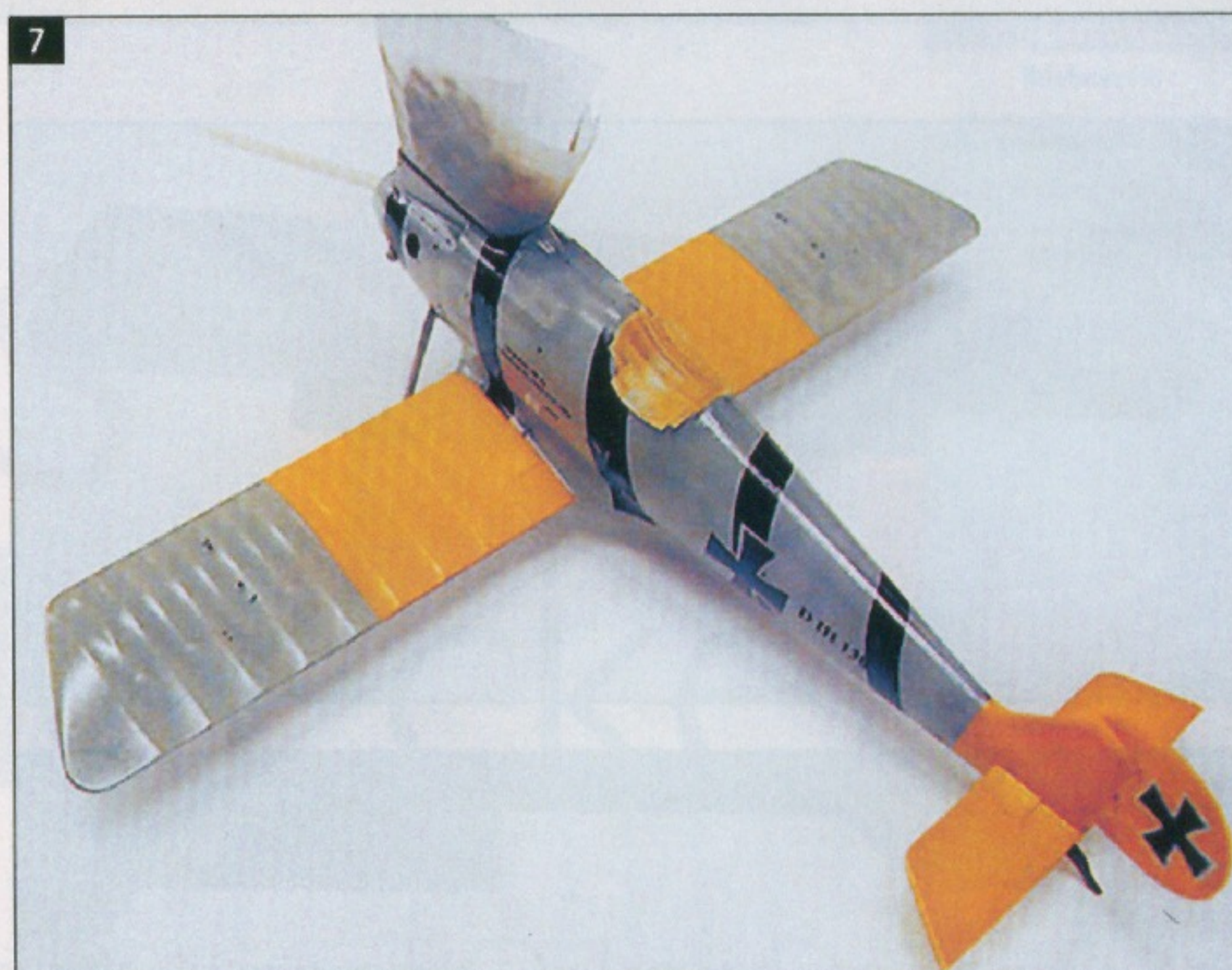
If you want to start something, get good material: in this case the Eduard

ProfiPack backed by the excellent Windsock Datafiles. This combination is ideal when you are into WWI aircraft modelling.

I started with detailing the engine: thin copper wire, stretched sprue and the filaments of light bulbs were used to simulate the oil pipes, the valve levers and the valve springs. This gives the Mercedes a more realistic appearance. After this, I sprayed it entirely in flat aluminium and when dry this was given several washes of thinned brown oil paints. Finally the exhaust and the manifolds were treated with pastels (respectively brown/ orange and black).

Unfortunately, the pipe from the engine to the radiator and the twin fuel pipes from the gravity tank in the upper wing to the left side of the fuselage are missing in the kit, so these had to be scratch built with stretched sprue (Photo 32-33).

Next I attacked the cockpit which is, using a mixture of plastic kit parts and those from the enclosed etched-brass fret, very well detailed. I only added the control cables, the Bowden cables (throttle) to the control column and replaced the seatbelts by a set made from tin foil recovered from wine bottles. (I had to drink French wine for several evenings to collect it, one of the advantages of being in the modelling business). Personally, I find belts made of this material to have a more realistic appearance when draped in and around the cockpit. The cockpit-chapter was ended by spraying it in a light wood-like colour and by weathering it with

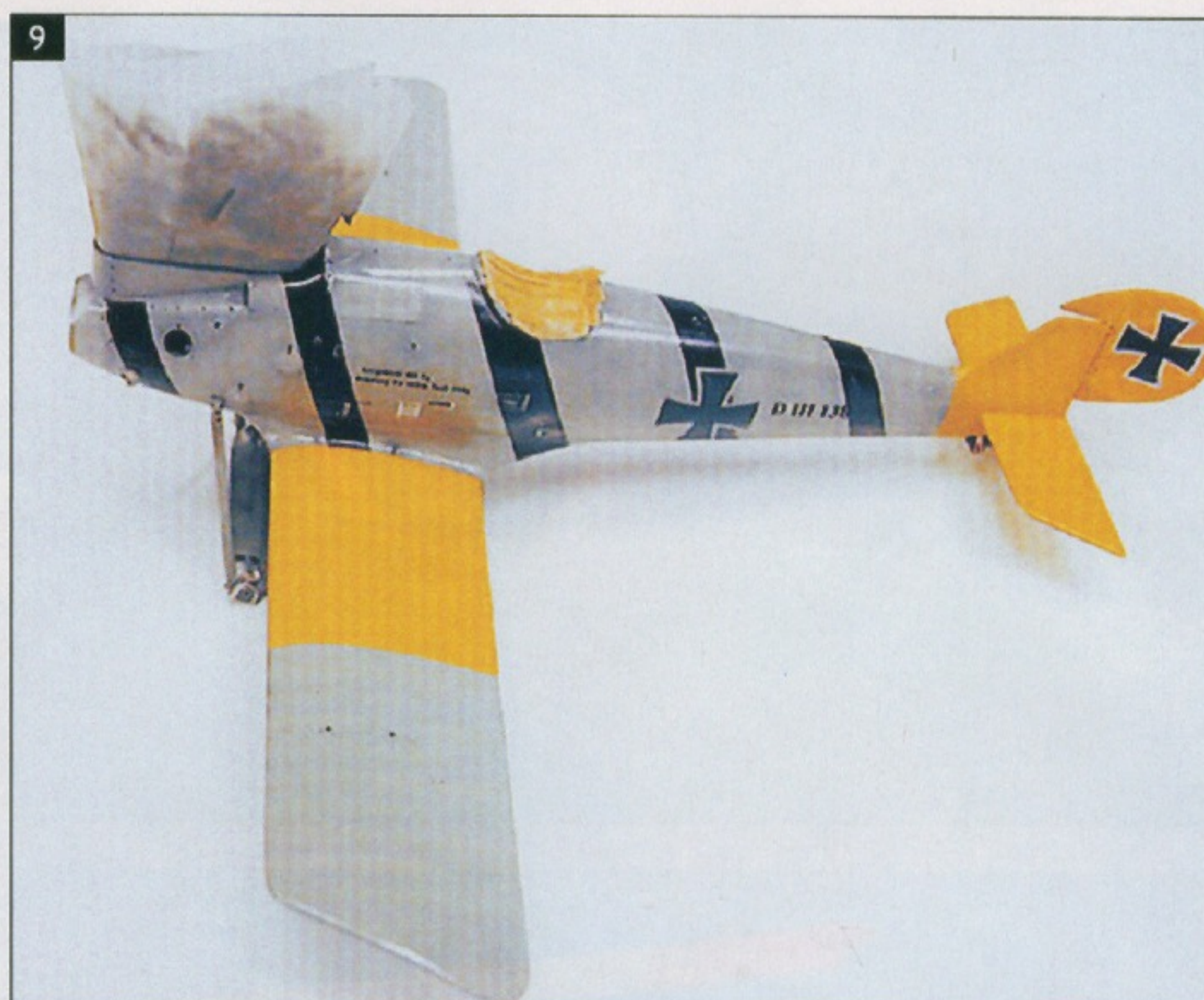


brown oil paints and pastels.

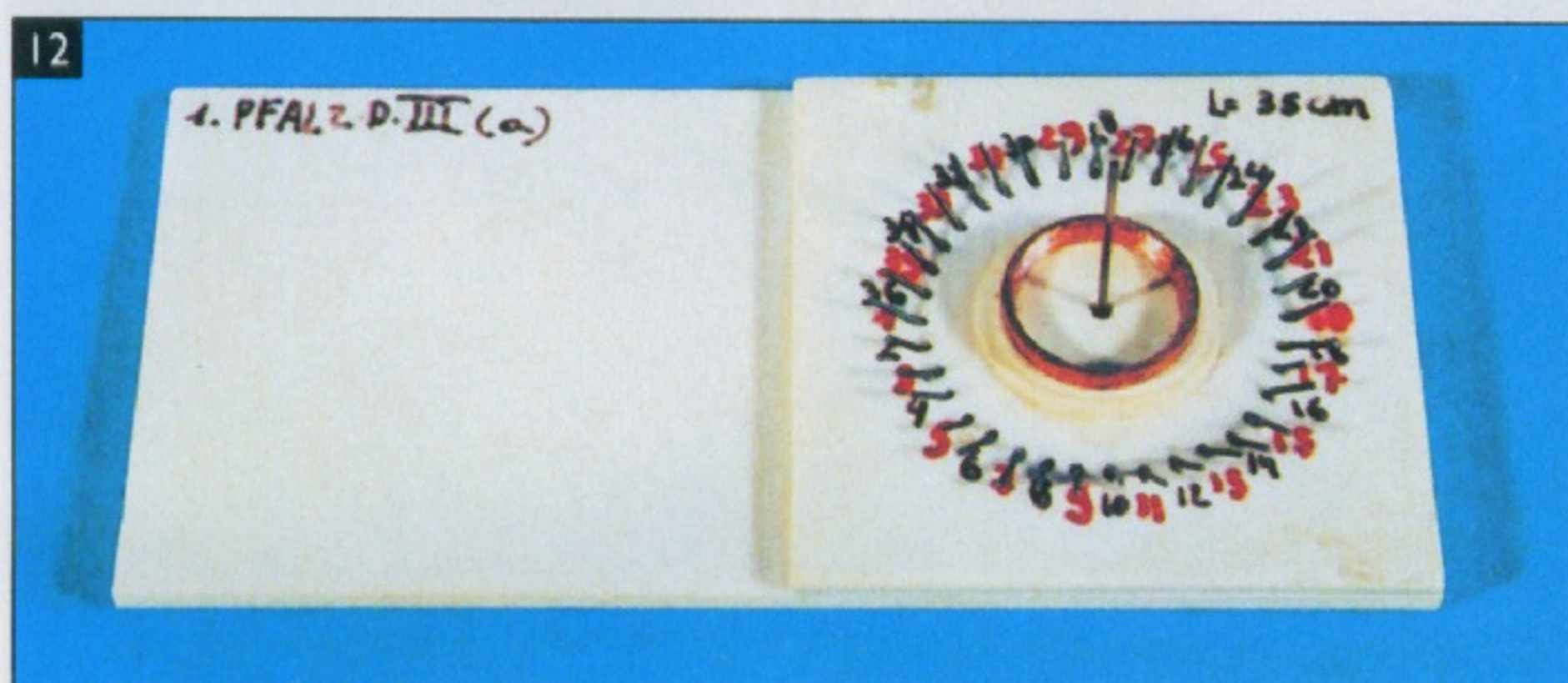
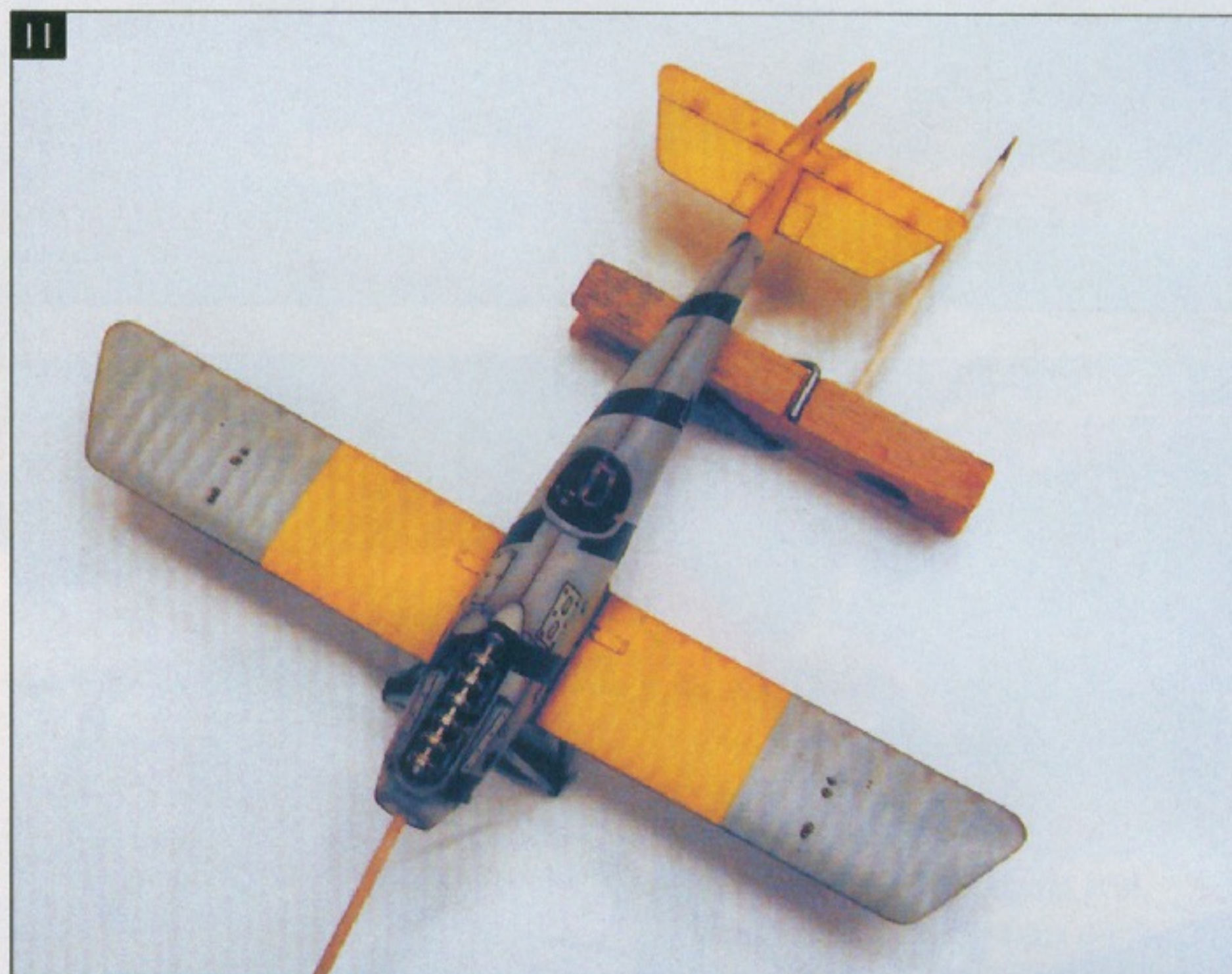
After studying pictures of the real thing it was clear that the fuselage needed extra attention. First of all the blobs on the nose representing the air intakes were sanded off and replaced by open air scoops made from plastic card. As the kit only furnishes the front of the two machine guns, I also scratch built the front part of the jackets for the Spandau guns because these would be partially visible after drilling out the openings to accommodate the machine guns. To make that extra element of the armament I used the light metal from nightlights. This metal is very thin and can be sanded, drilled, cut into any desired shape and processed like photo-etched parts (Photo 17). I also drilled out one inspection plate to add that little

extra and made an access panel of plastic card (Photo 35). Last but not least, the characteristic change of curvature between fuselage and lower wing and between the rear of the fuselage and tailplane was reproduced by using epoxy putty sanded into shape. Where replacing the air intakes and drilling out the storage of the armament only enhance the model, the last adjustment is really necessary if you want to reproduce the sleek form of the Pfalz D.III.

The wings are excellent: according to the Windsock-plans beautifully in scale and with a perfectly thin trailing edge. I only installed small attachments made from sprue and copper wire to later facilitate the rigging and cut out the ailerons as I did with the elevators and rudder.



7, 8 & 9: the model after applying Johnson Clear, ready for weathering
10 & 11: the final painting and weathering result, just before final assembling

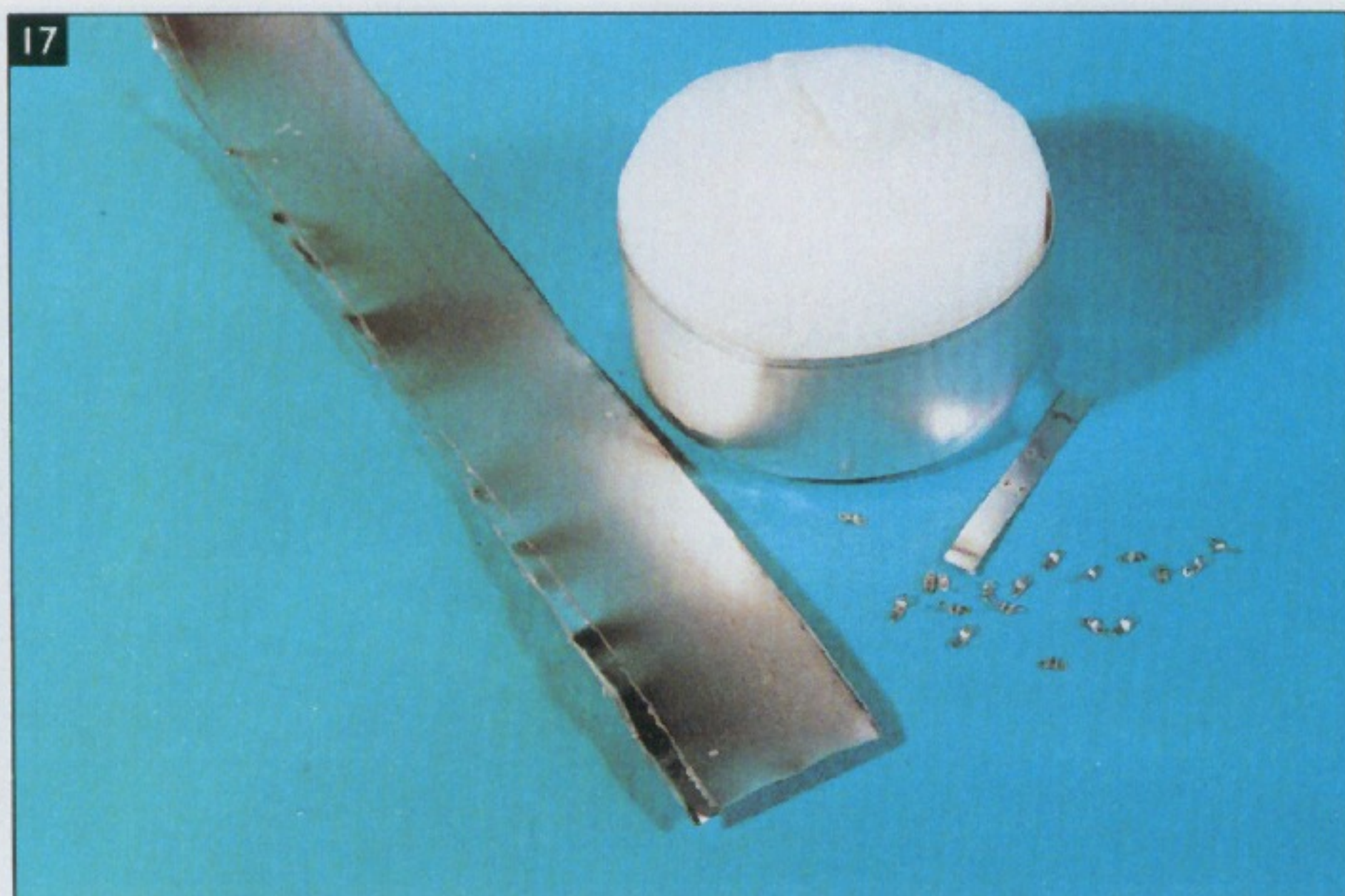


12 & 13. The jig used for constructing the spoked wheels. The little ring cut out from plastic card is placed on the red copper ring and the axle of the wheel is put on the pin in the centre of the jig. When the weaving of the stretched sprue follows a certain pattern (1-19-21-3-5-23-25-7-9-...) you end up with a realistic three-dimensional spoked wheel



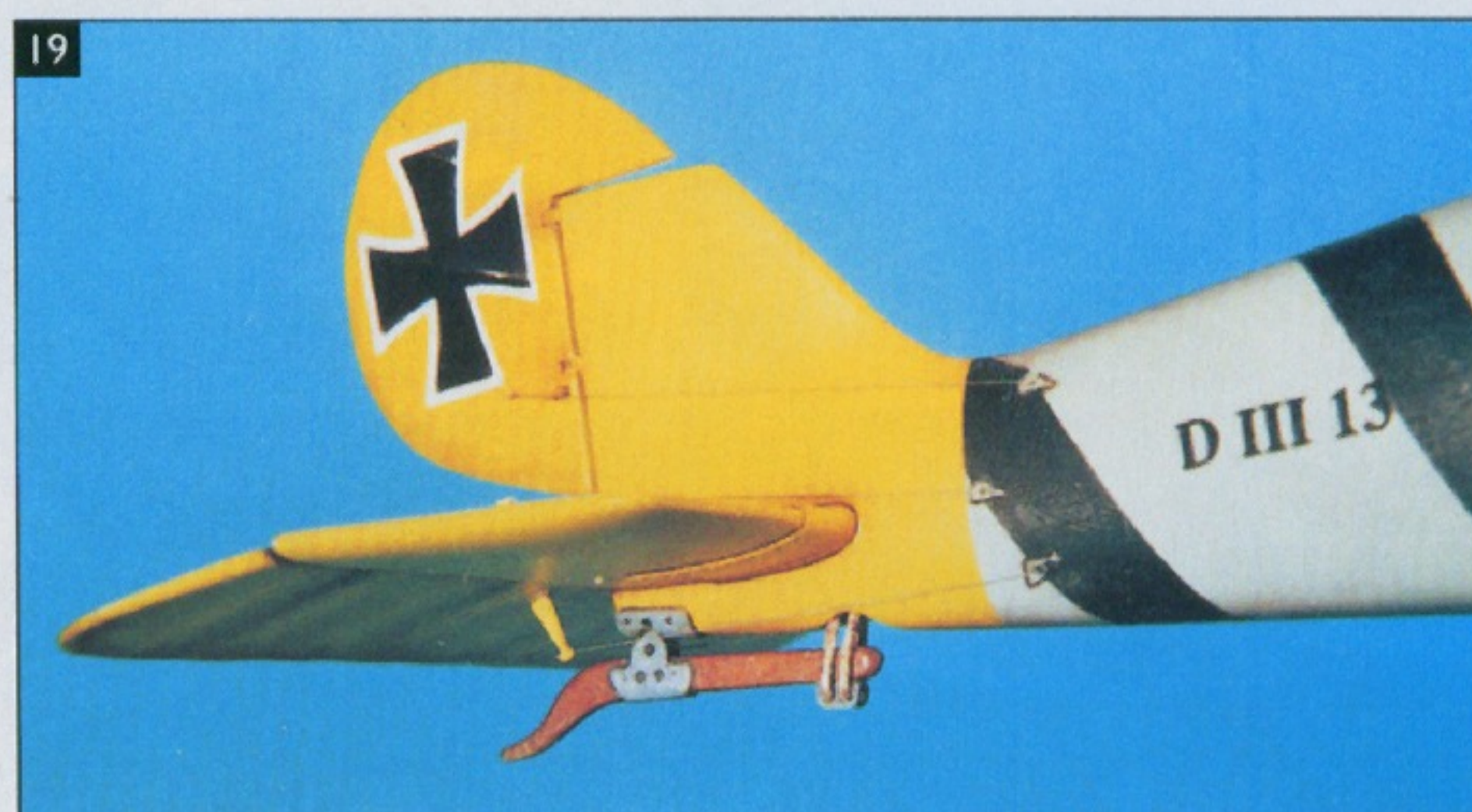
14, 15 & 16. The undercarriage and spoked wheels look very realistic



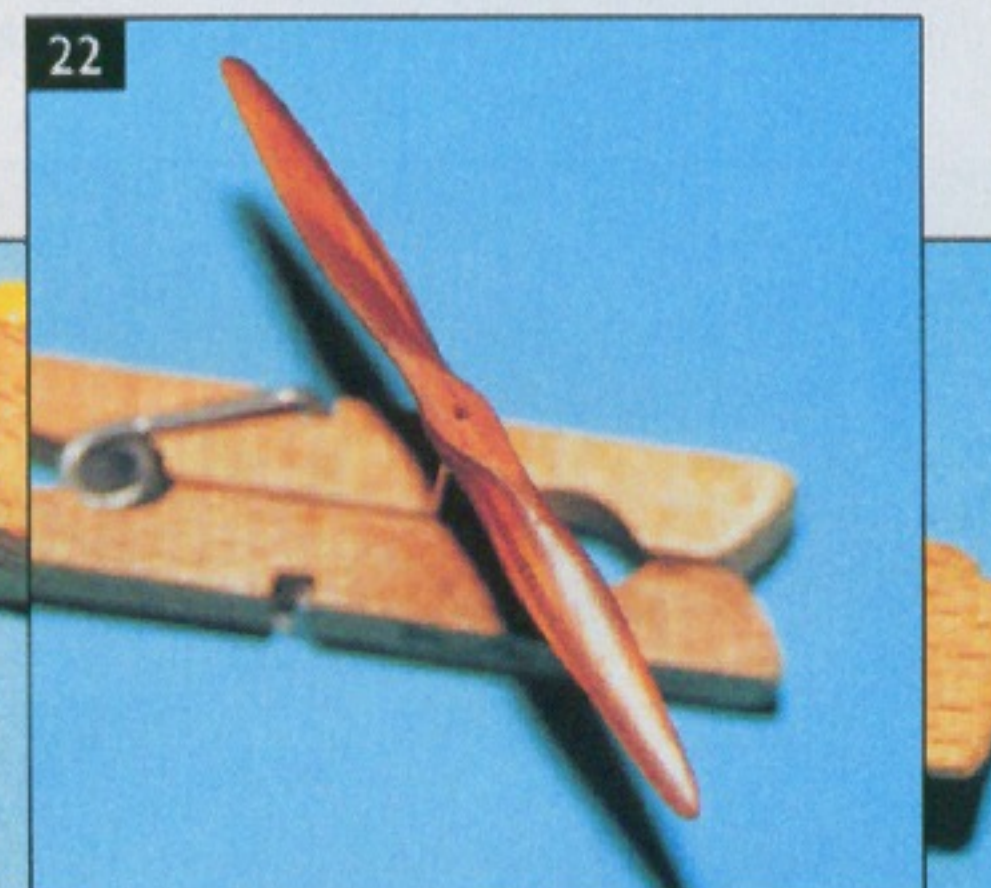


17. The metal from nightlights in the different stages of the process from candleholder to fasteners

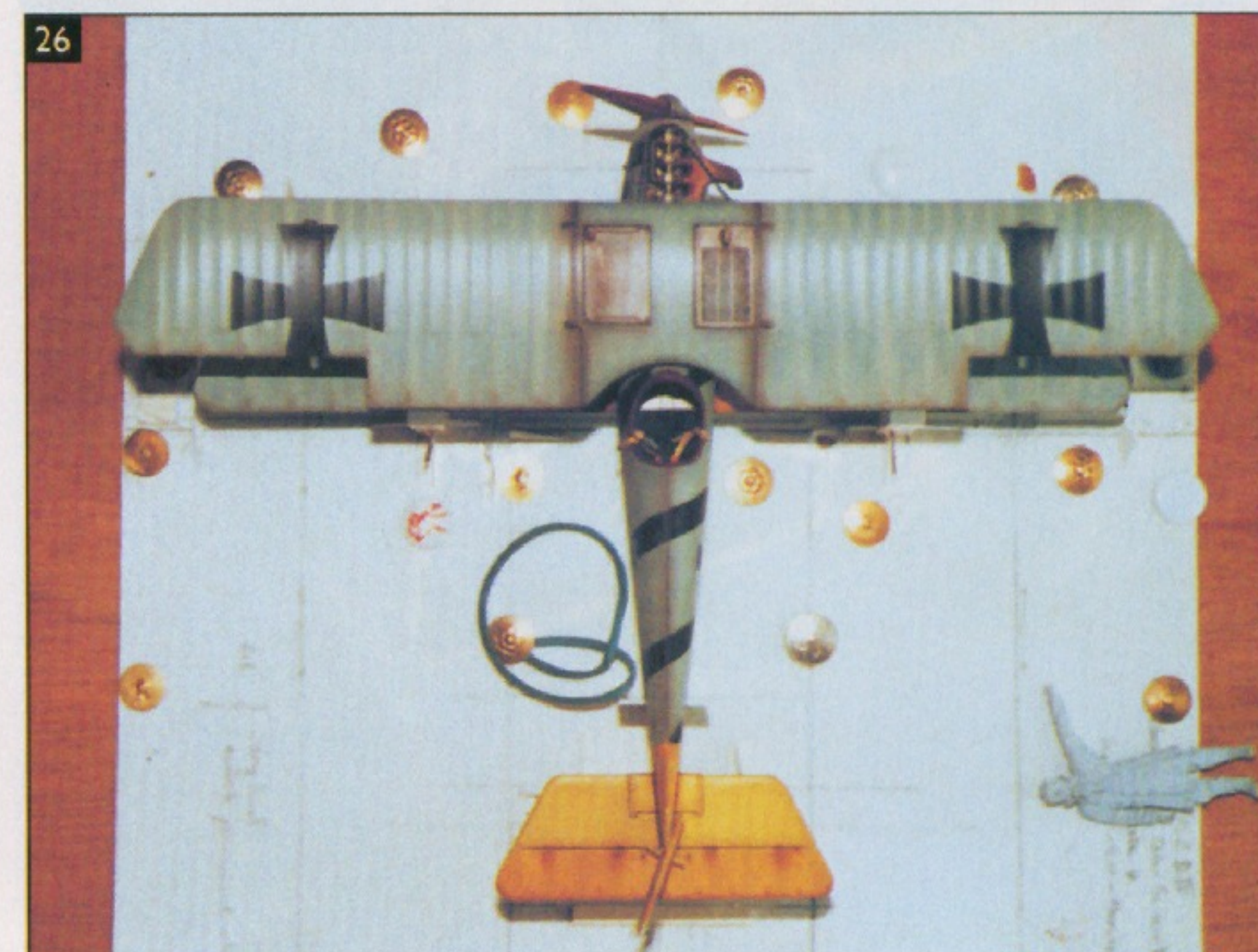
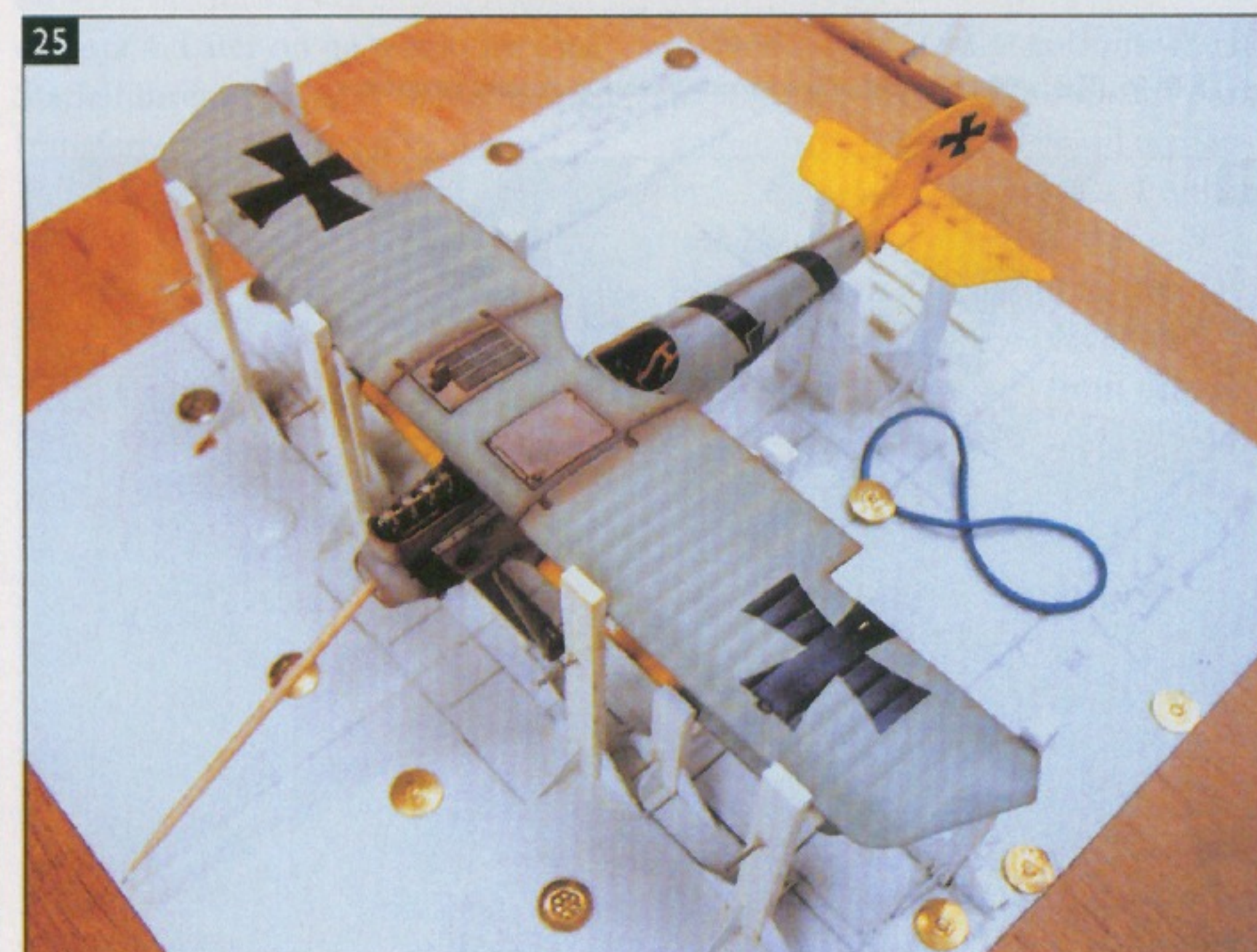
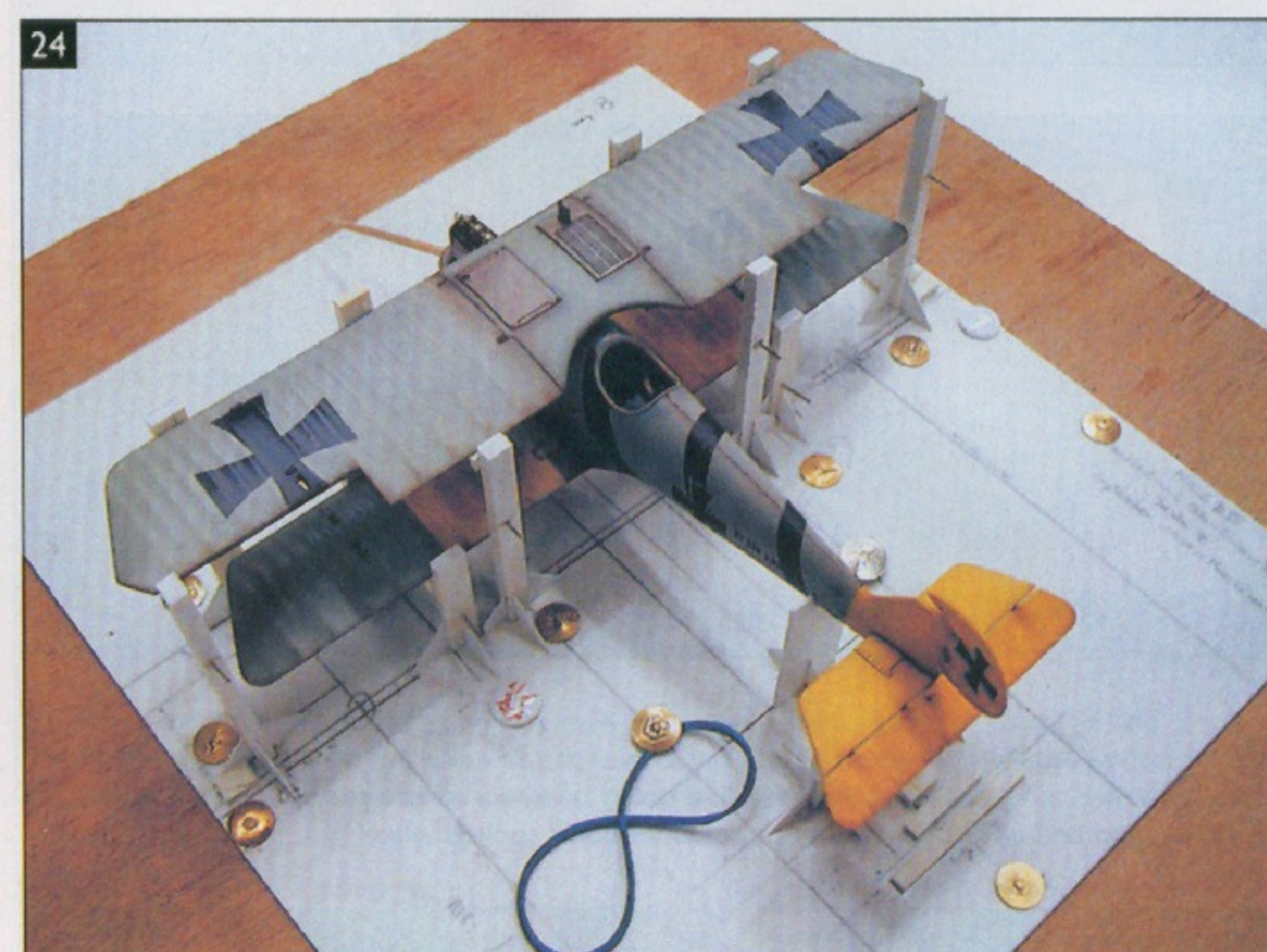
18 & 19. The reworked tailskid



20 to 23. From wooden strips to a laminated propeller



24, 25 & 26. The jig used during final assembly and rigging is made of thick plastic strips and plastic card pinned on a wooden base. Elastic bands, fastened on the steel pins that stick out of the plastic supports, ensure the right dihedral of the wings





Because the control cables of the ailerons run through openings in the upper wing here too holes had to be drilled at the appropriate places (Photo 36).

Now, I moved on to the undercarriage. I used fine string soaked in varnish to simulate the rubber bungee shock cord of the landing-gear shock absorbing system. Thanks to the varnish all the little hairs of the string disappear without destroying the detail of the cord itself. The encasement of the axle was made once again with the light metal from nightlights. The loops of steel cable to limit the travel of the axle were made of stretched sprue.

What surely accentuate a WW1 aeroplane as a vintage machine are the spoked wheels. I began by drilling

out the entire inner side of the wheels from the kit until only the 'tires' were left over. Then I cut out a little ring (outer diameter = inner diameter of the tires) from plastic card and placed it in a little jig (Photo 12). This was followed by weaving a stretched sprue of about 35 cm, using the little pins on the jig, around the future axle of the wheel (made from copper tubing) centred in the middle of that little ring. This has to be done for every side of each wheel. Carefully glued together with methyl ethyl ketone (MEK) this construction, cut to size and positioned in the drilled out 'tires', gives a realistic three-dimensional spoked wheel instead of the flat impression made by etched-brass examples (Photo 13-16). More important, it is strong enough to

carry the weight of the model!

I once again used the metal of nightlights, now to detail the tailskid. The encasement for the rubber cord suspension and the connection to the fuselage were made in this material. In this case the rubber cord was made of copper wire as it has to run up into the fuselage and also has to give support to the model. Finally I drilled out the appropriate hole into the fuselage where the landing skit had to come (Photo 18-19).

At this stage, with the lower wing, the tailplane and the undercarriage minus wheels attached to the fuselage, everything is ready for the paint-job.

Painting

Normally all Pfalz D.III left the factory in a Silbergrau finish. I used US Navy Grey as the base colour to bring the Silbergrau back to scale but first I prepared the ribs of the wings. I sprayed the wings dark grey and when this was dry the ribs were masked off with Tamiya tape and again the whole wing received a first coat of US Navy Grey. Then I combined the base colour with a 'lighter' and a 'darker' version of the base colour. What sticks out is sprayed in 'light Navy Grey', what lays lower receives the darker version, the rest keeps the original tint (Photo 2-4). Then the tape is removed and fine dark lines representing the exact location of the ribs are visible. Finally the wing received a last coat of Grey to blend in the different tones of the grey.

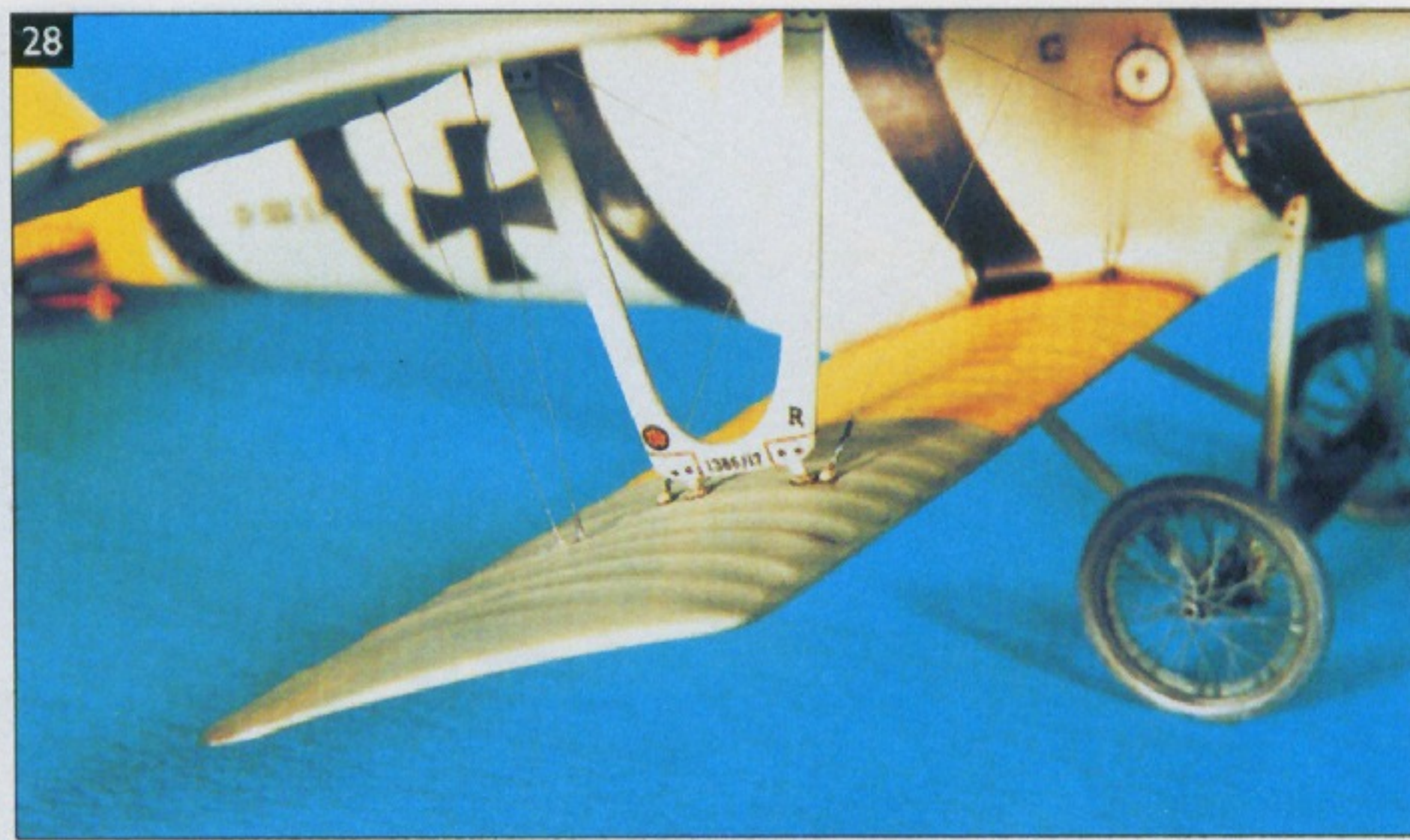
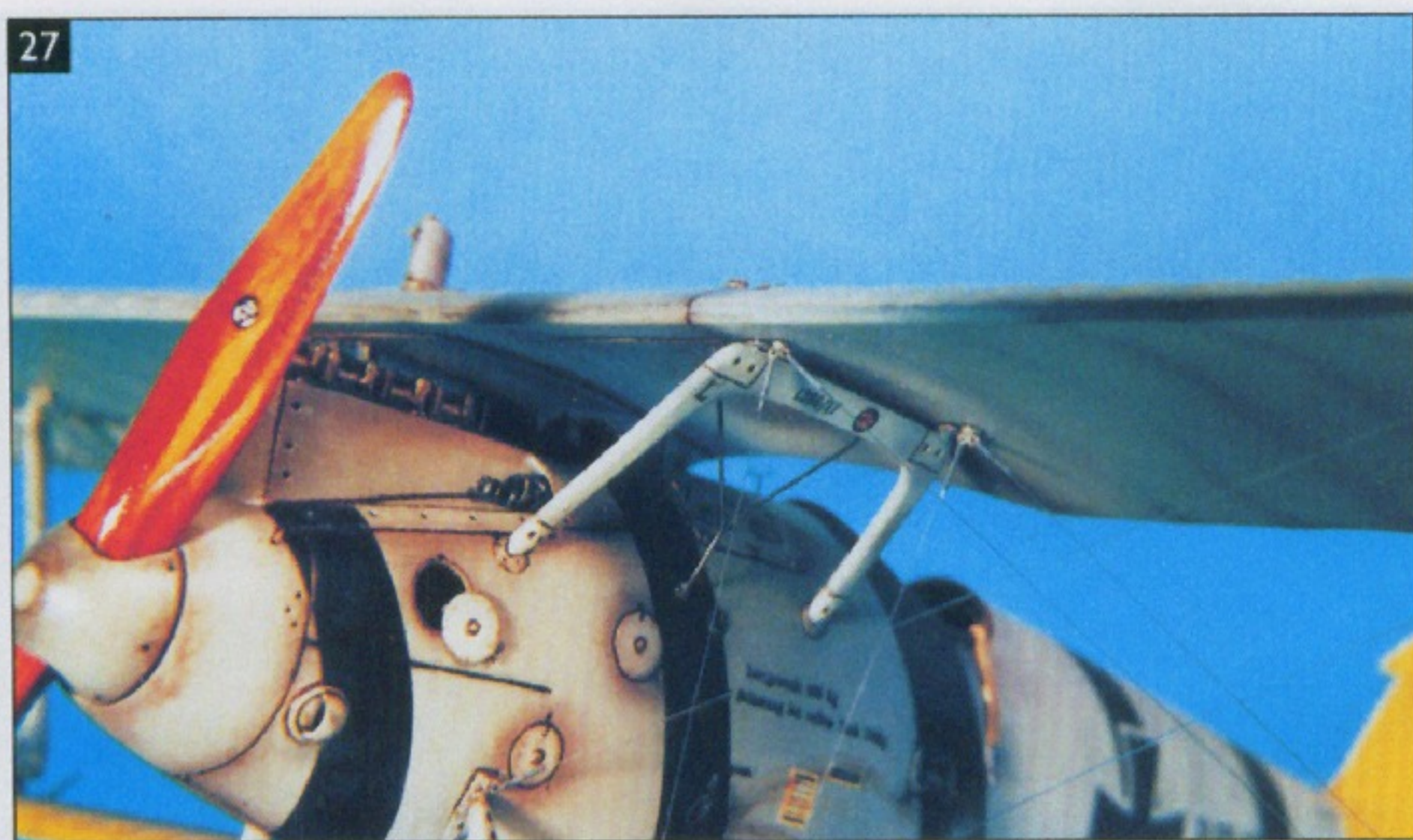
The same technique was used for applying the yellow on the lower wing and the tailplane. Pictures of the

original aeroplane are always very helpful to determine exactly where the paler and the darker versions should be sprayed.

After masking off engine and cockpit and the yellow part on the lower wing and the tailplane, the fuselage was sprayed in US Navy Grey followed by a selective use of a pale and a dark version of the Grey just to bring depth in the paint-job. Finally the fuselage received a last coat of the base colour to blend in the different tones of the grey (Photo 5-6).

Flat Aluminium was applied on the radiator and fuel tank installed in the upper wing (Photo 34).

After this had dried thoroughly I first sprayed on the crosses using masks cut out off frisket film. Here also the rib-accentuating technique was applied using Dark Grey and Black. When this was dry I went on by spraying the Jasta 4 marking using masking tape. The next day the crosses and spiral were lightly sanded with high grit sandpaper to simulate worn-off paint. After Johnson Clear Wax was sprayed on, the stencilling (serial number, Pfalz identification plate) went on followed by another coat of the wax (Photo 7-9) and by accentuating the panels and the seam between the fuselage halves with brown oil paints. Next a coat of Matt Varnish was applied and allowed to cure for a few days before weathering with brown pastels (Photo 10-11). The padded coaming was first painted with brown enamel and when dry received a coat of Burnt Sienna oil paint. Finally the paintwork/pastel

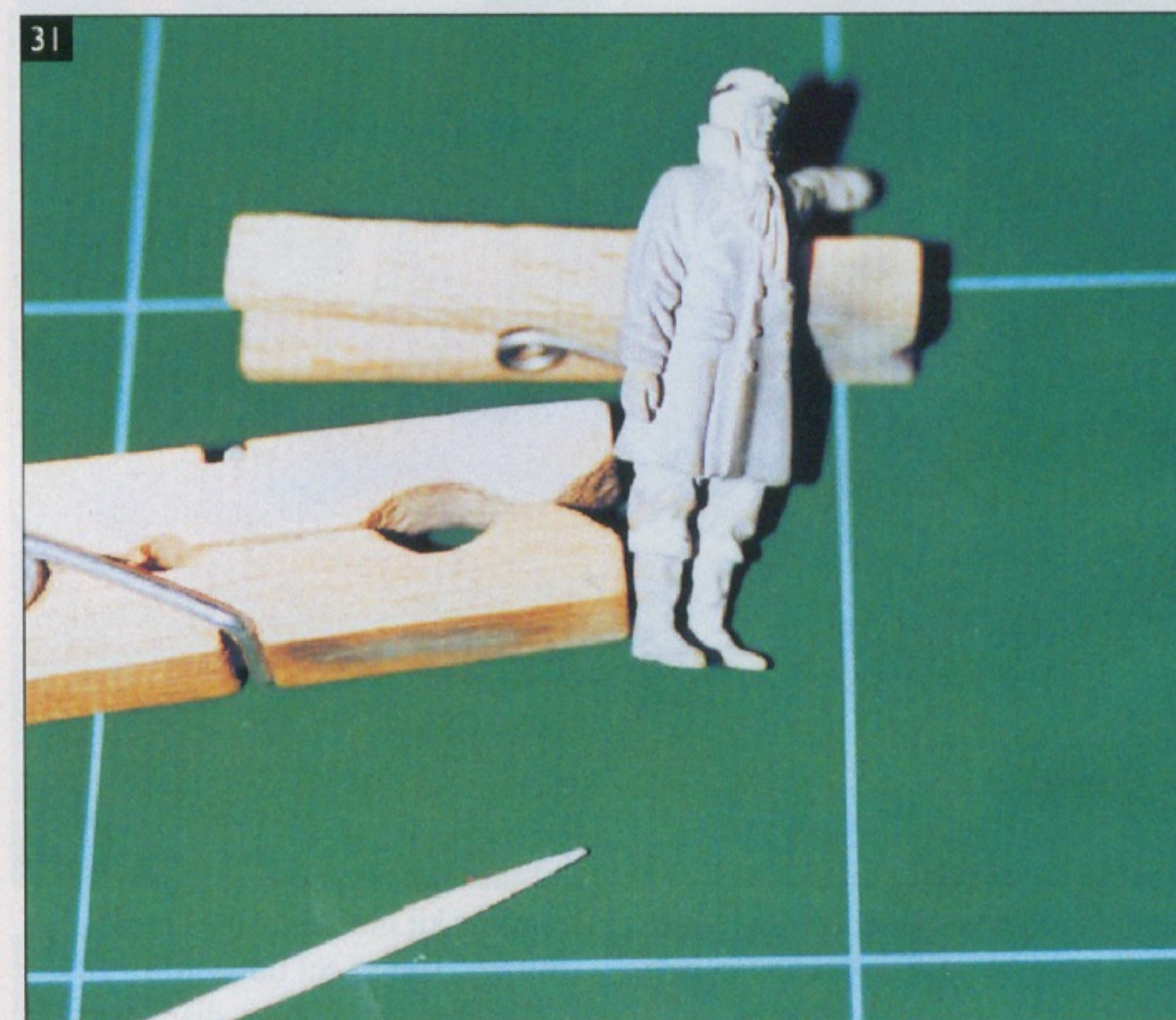


27, 28 & 29. The 'buckle and the eye' rigging: the big advantage is that the wire automatically has the right direction without any unnatural curves or bends



30. Ready for take off!

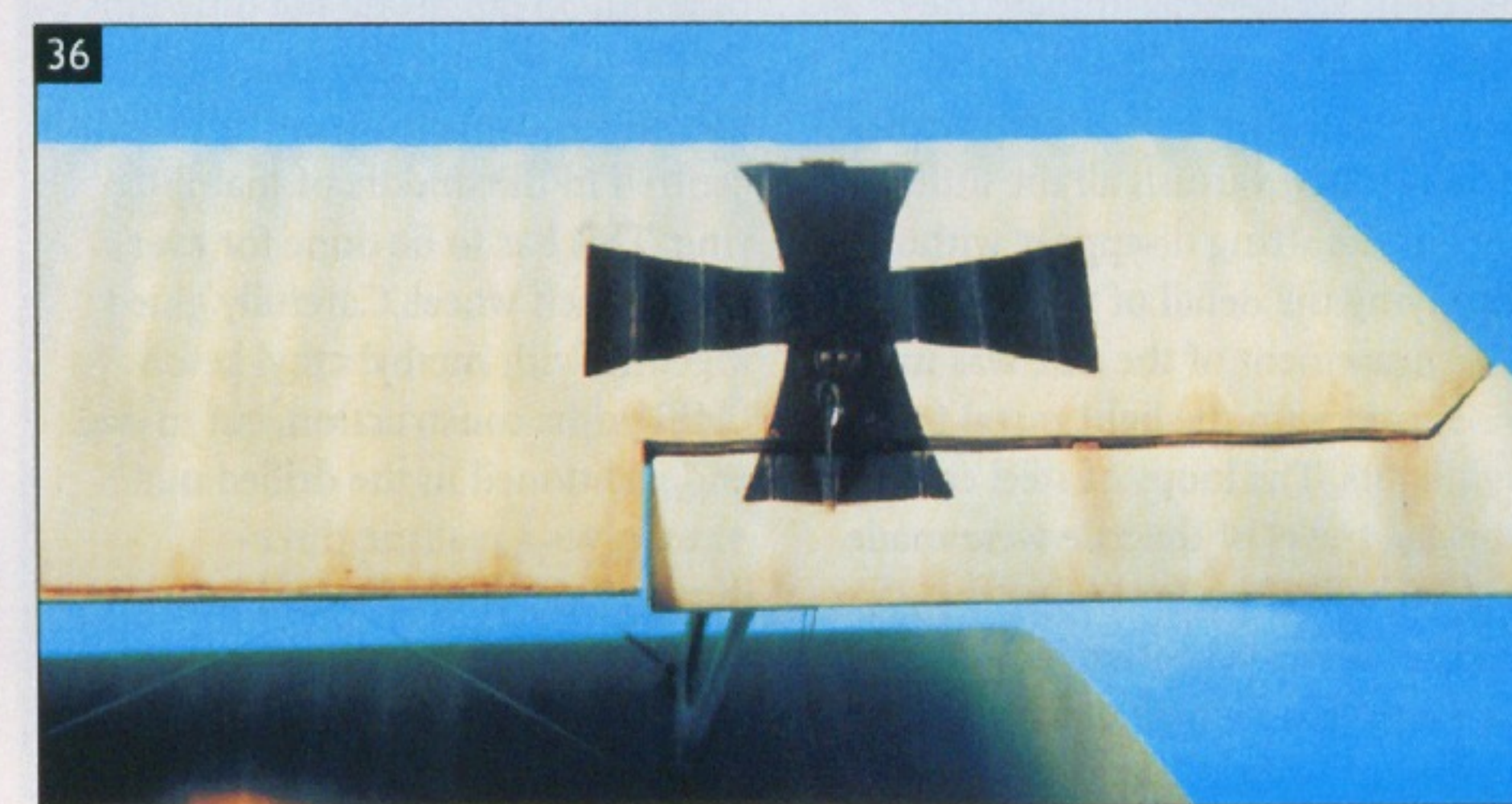
32 & 33. The pipe running from the engine to the radiator is clearly visible



31. The reworked pilot, ready to be primed



36. The cut out aileron and control cable running through the wing



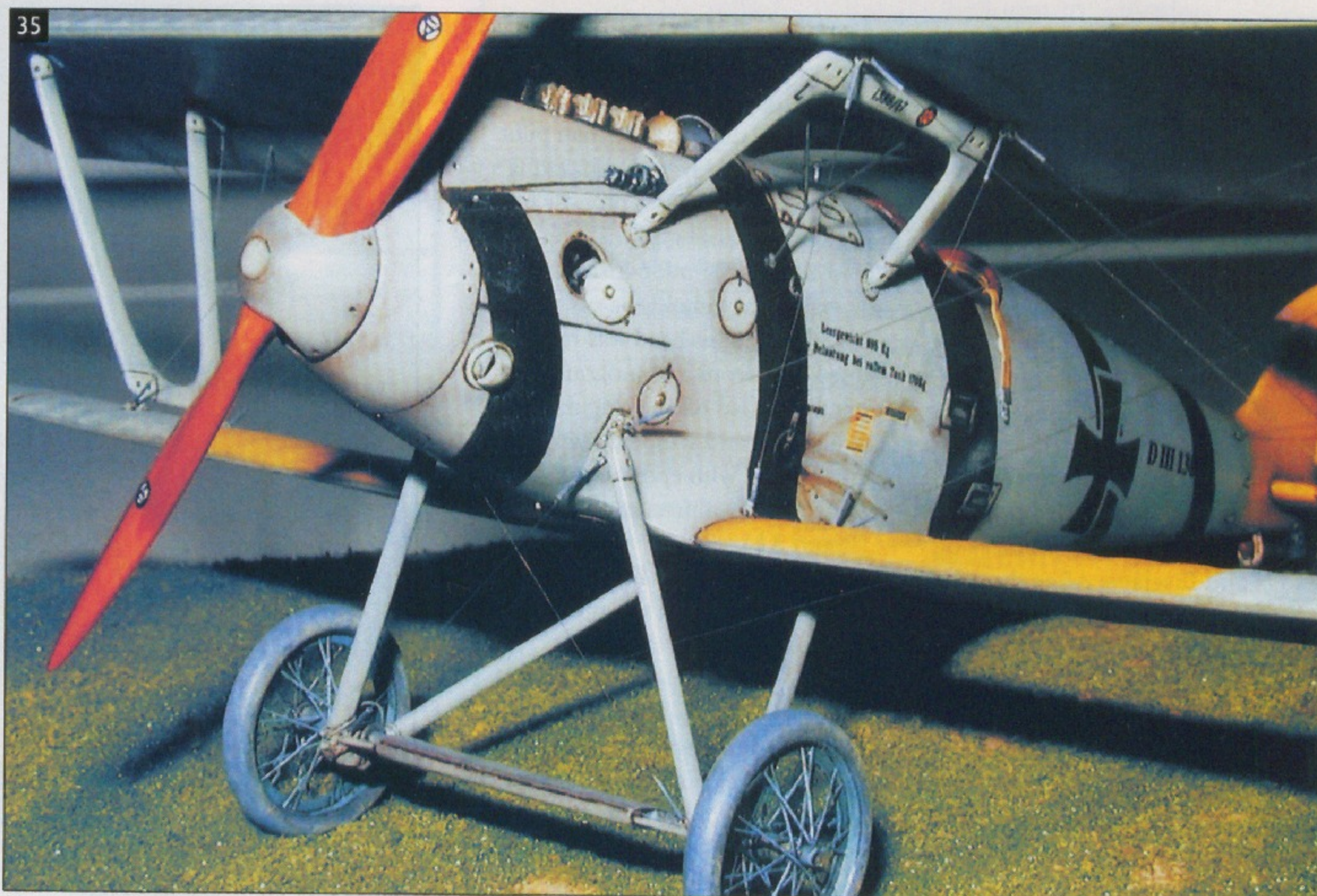


dust was sealed by another coat of Matt Varnish and set away to dry for at least 48 hours before the final assembly could start.

Final assembly and detailing

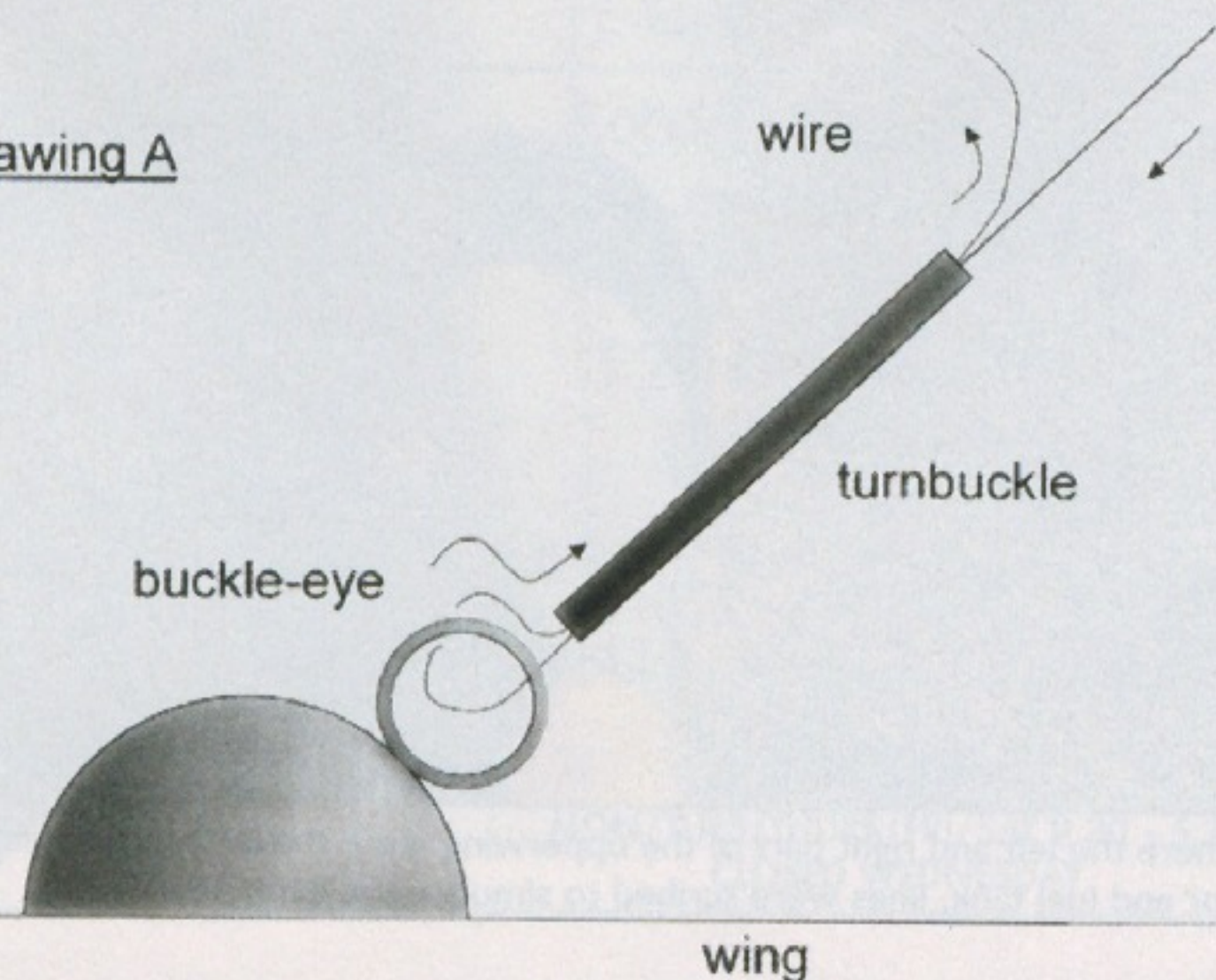
During the different stages of assembly I always used a jig based on the Windsock plans (Photo 24-26). This ensured the correct fit of the lower wing, tailplane and landing gear to the fuselage and now came in handy during the installation of the upper wing. Using this jig I discovered that the cabane struts were too short. Was it due to a shortcoming of the kit or due to a difference in measurements between the kit and the plans, who knows? One thing was sure, if I was to install the upper wing correctly new longer struts had to be made from plastic card.

Once the upper wing was in place, I installed the pipe from the engine to the radiator and the twin fuel pipes from the gravity tank in the upper wing to the left side of the fuselage.



35. The reworked air intake, the Spandau and drilled out inspection plate

Drawing A



German propellers, like those produced by Axial, were built up in different layers using two sorts of wood resulting in two-tone exemplars. To reproduce this I used the same technique. I first glued the appropriate number of thinned down layers of wooden strips I had found in a ship-modelling store with epoxy glue. After letting it rest for 24 hours I drew the contours of the propeller on the laminated piece of wood and started sanding with a fine grit sandpaper. Following the pattern of the light and dark tones

of the real propeller I finally ended up with a realistic propeller to scale. To complete the propeller, I first sprayed on a coat of gloss varnish. When dry I gave the prop its overall colour with a mixture of brown oil paints just enough to give it the right overall brown appearance and making sure that the two tones of wood were still noticeable. Finally I applied a coat of Future floor wax (Johnsons Klear) to give the prop its shiny appearance followed by the Axial logos for the propeller blades when dry. These were sealed



in with yet another coat off Future (Photo 20-23).

There are as many different ways of rigging as there are modellers and each way has its advantages and flaws. I prefer the following one using fishing wire, copper wire and plastic Q-tips (Drawing A, see previous page). First, during the assembly of the fuselage and wings, I had already made and installed the proper amount of buckle-eyes: thin copper wire knotted around a 0.2 mm drill. This results in a little loop that can be glued in predrilled holes in the appropriate places on wings and fuselage. After the model is fully painted and weathered, the actual rigging can begin. The plastic Q-tips are transformed in very small tubes using the stretched sprue technique: being hollow and keeping their form during stretching they make fantastic turnbuckles once cut to size. From then on I simply put a piece of fishing wire through a buckle and the eye already in place on the wing or fuselage and reinsert it through the same buckle. The only thing left to do is to put a tiny drop of cyanoacrylate in the opening of the buckle et voilà.. its finished! (At least one half!) When the glue cured I applied the same technique on the other side of the wire while keeping the wire taut and I ended up with a beautiful detailed piece of rigging (Photo 27-29). Finally the ailerons, the elevators and the rudder were positioned back in place and detailed with the control cables.

Setting

The scene is inspired by the typical pilot/aeroplane picture of that time and simply depicts a German pilot wearing Royal Flying Corps flying equipment who poses proudly beside his aircraft (Photo 30). The figure is a reworked CMK-pilot: his left arm is repositioned to hold the padded coaming and his head was replaced by one I took from a Monogram WWII pilot. I sanded off the original equipment and sculpted flying cap and goggles with epoxy putty and, again, the metal from nightlights (Photo 31).

I first painted the figure with enamel colours and when fully dry used oil paints.

Conclusion

I enjoyed building the Pfalz D.III very much and I can recommend it to every one who is in or wants to start WWI aircraft modelling. It is a great kit that results in a beautiful 'Doppeldecker' and even without the detailing described here, the finished model, straight from the box, still reflects the elegant lines of the real thing.

Dagmar Henderickx

Acknowledgments

I'd like to thank Mario Eens for giving me advice on painting the pilot figure and Peter Van Caneghem and Gert Weckx for taking the pictures.

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- Osprey Aircraft of the Aces No.32: Albatros Aces of WWI
- Windsock Datafile No.7: Pfalz D.III
- Windsock Datafile No.21: Pfalz D.IIIa



34. Where the left and right part of the upperwing meet the centre part which holds the radiator and fuel tank, lines were scribed to simulate the connection

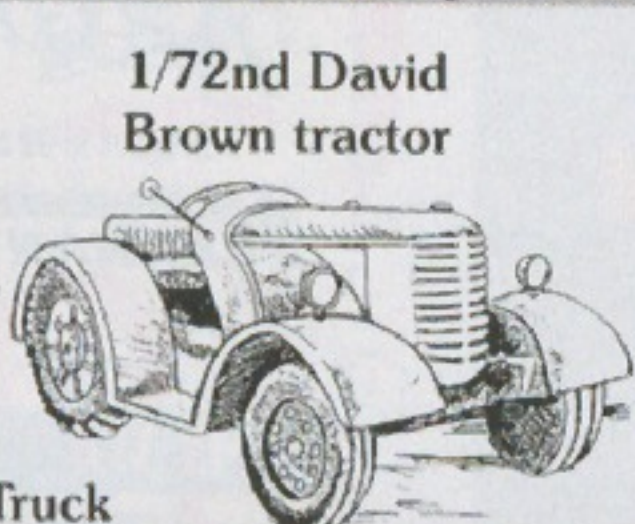


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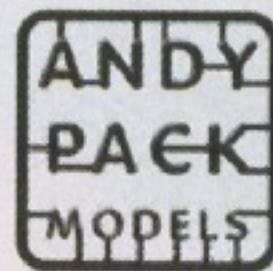
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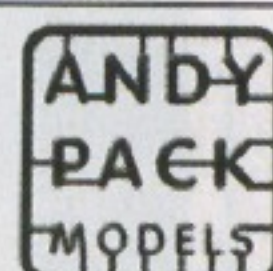
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A Case of French 'Style'

by Simon Snape

There are few more elegant flying boats than CAMS' stately bay-windowed 37A, which first flew in 1926. About 150 were produced in the fabled golden age of inter-war biplanes. With its Lorraine 450hp broad arrow V12 and surprisingly coarse pitch and small diameter pusher propeller it lasted longer than most with one example being operated by the Free-French from Tahiti. The airframe is a testament to French efforts to eliminate the 'strut'

mountain, which must have existed in that fair country after WWI! It appears that this machine could be operated from land strips when a wheeled main gear was attached, but was not capable of amphibious use since it could neither take off nor land on water in this configuration.

The Kit

In common with the rest of the Azur series this model was designed in France, with the tool making and production in the Czech Republic.

Low-volume injection techniques are employed, but close inspection reveals that the mouldings are of more than acceptable quality. It is worth noting that the many and various strut locations are identified by small sockets. Careful examination of the struts showed that the matching pins were only discernible on one or two of the main interplane struts. This is no doubt due to the moulding process. Thus during construction all struts were effectively butt jointed and the only slight

difficulty caused was in the precise location of the parts involved. The resin cast items are first class and lift the model, if not into the first rank, then very close to it.

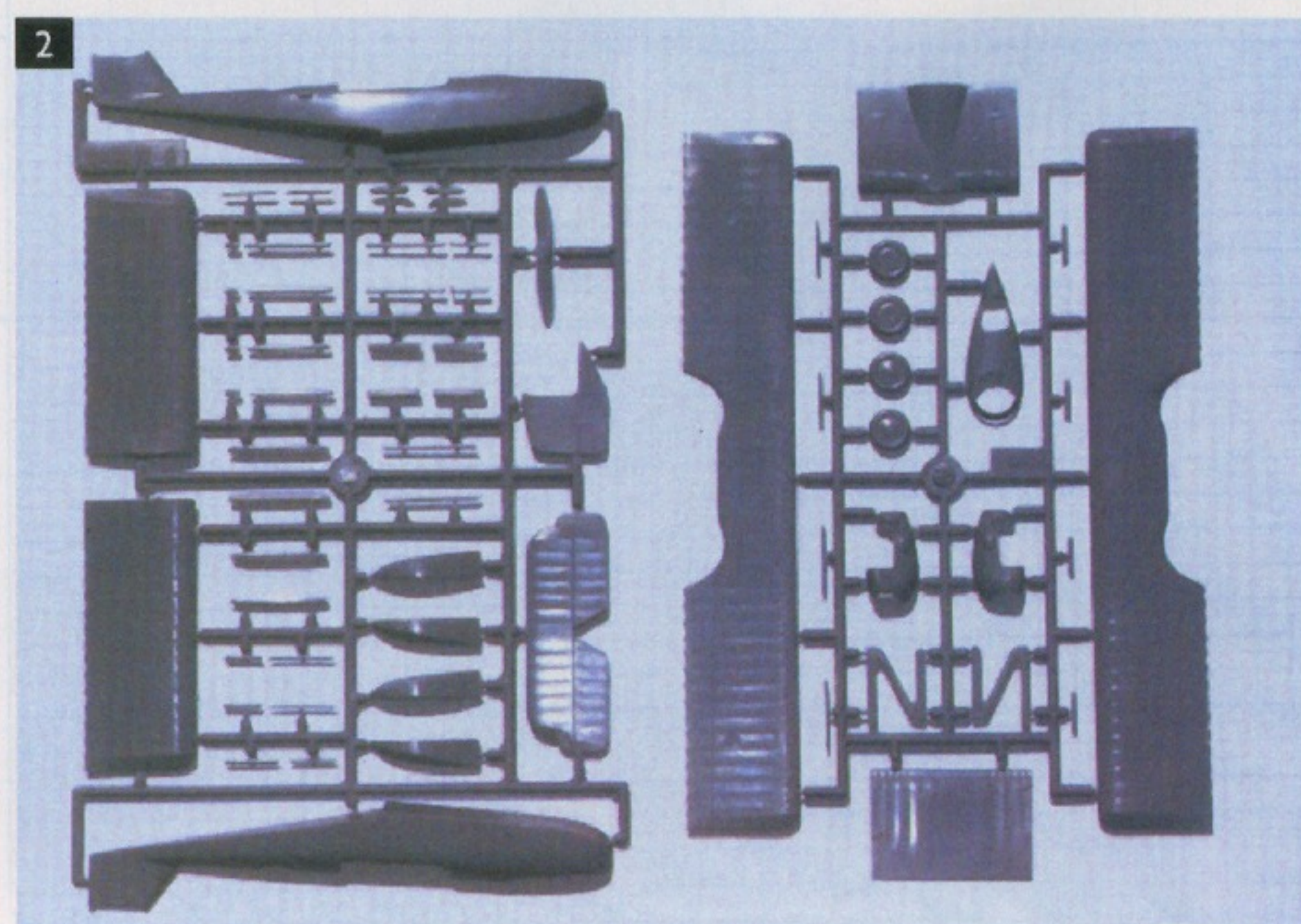
Attractive box artwork sets the tone. Inside the various components are contained in separate bags together with an excellent decal sheet and instructions.

Instructions

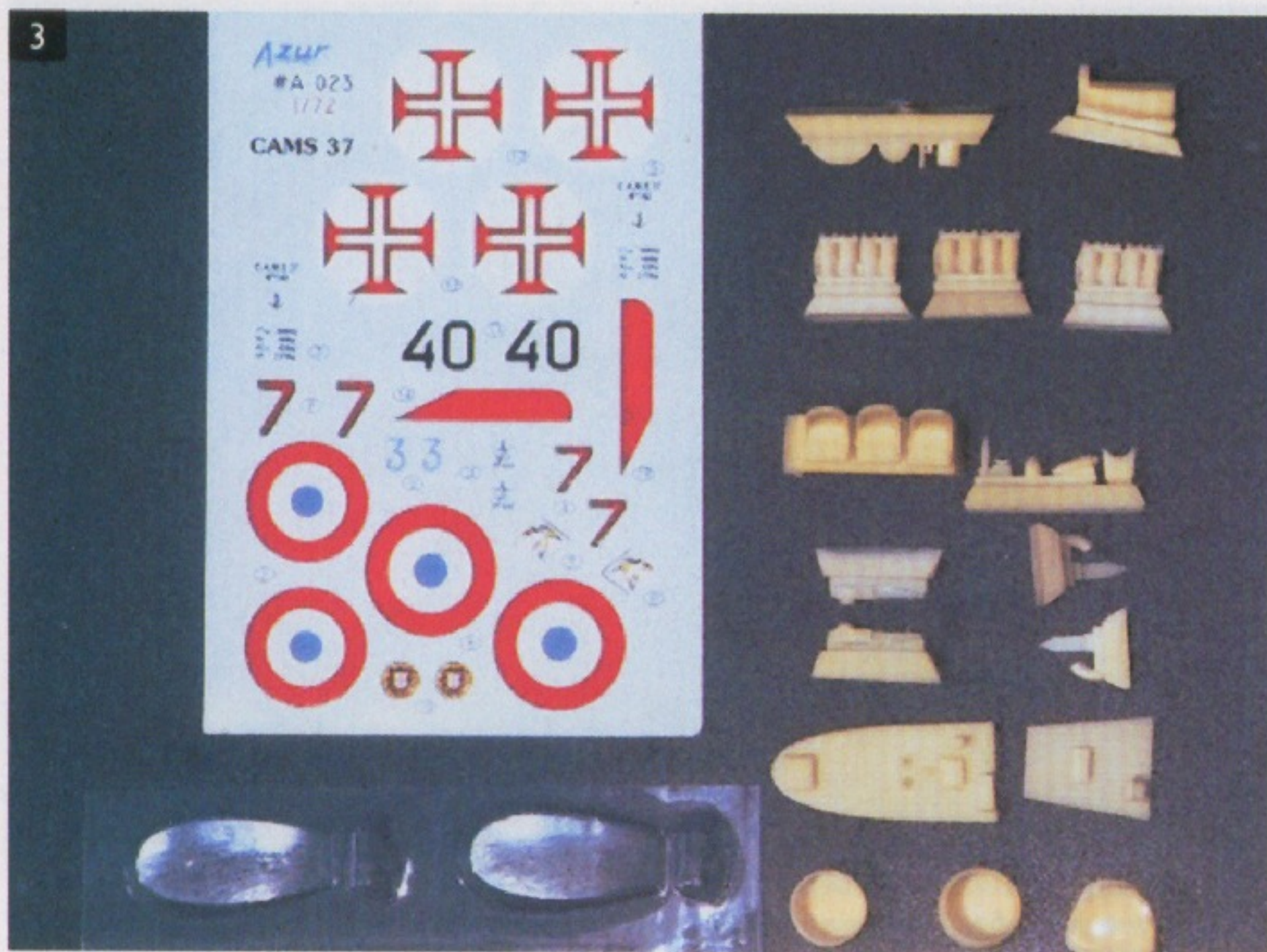
Four sides of A4 contained a reasonable eight-stage construction



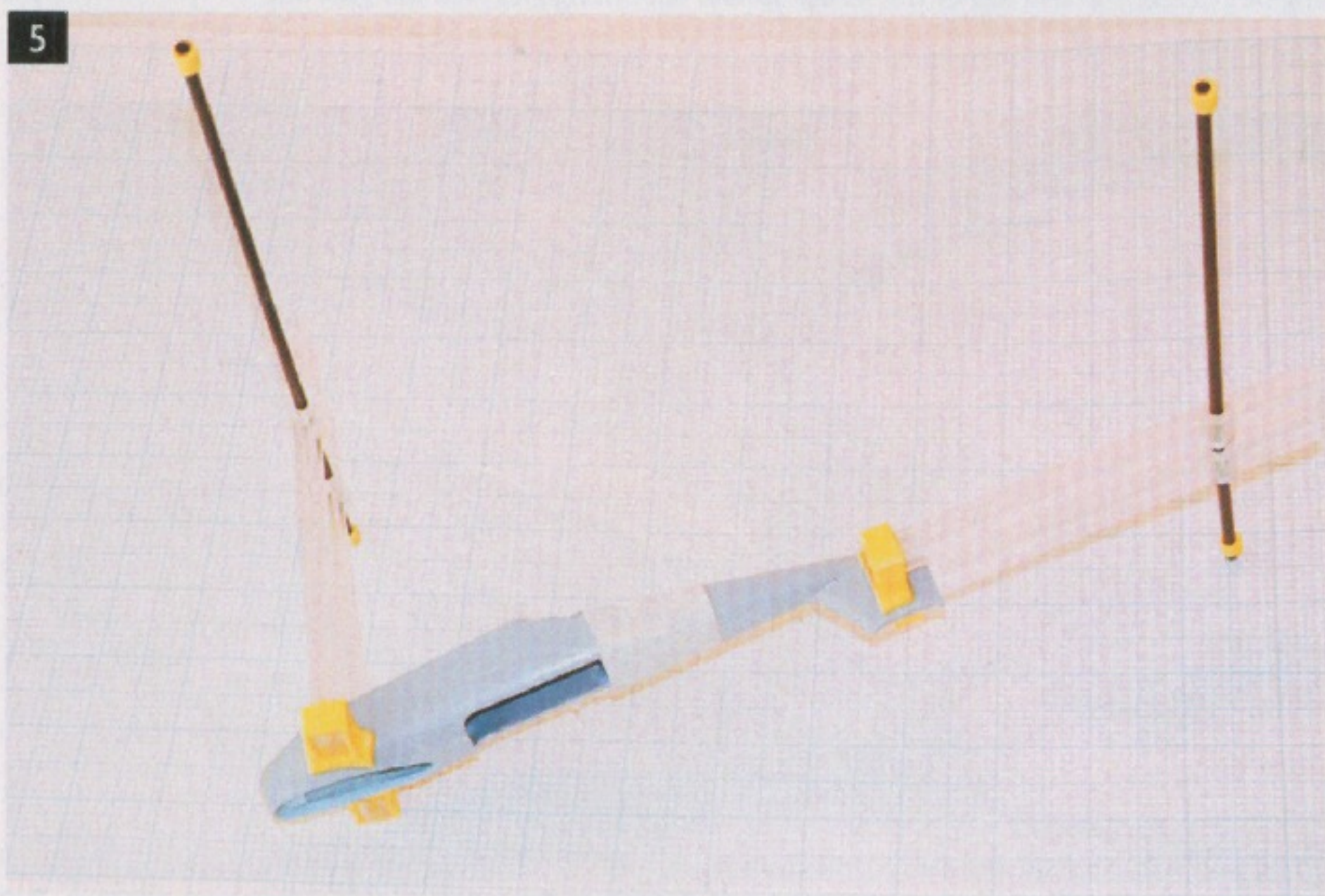
Box art



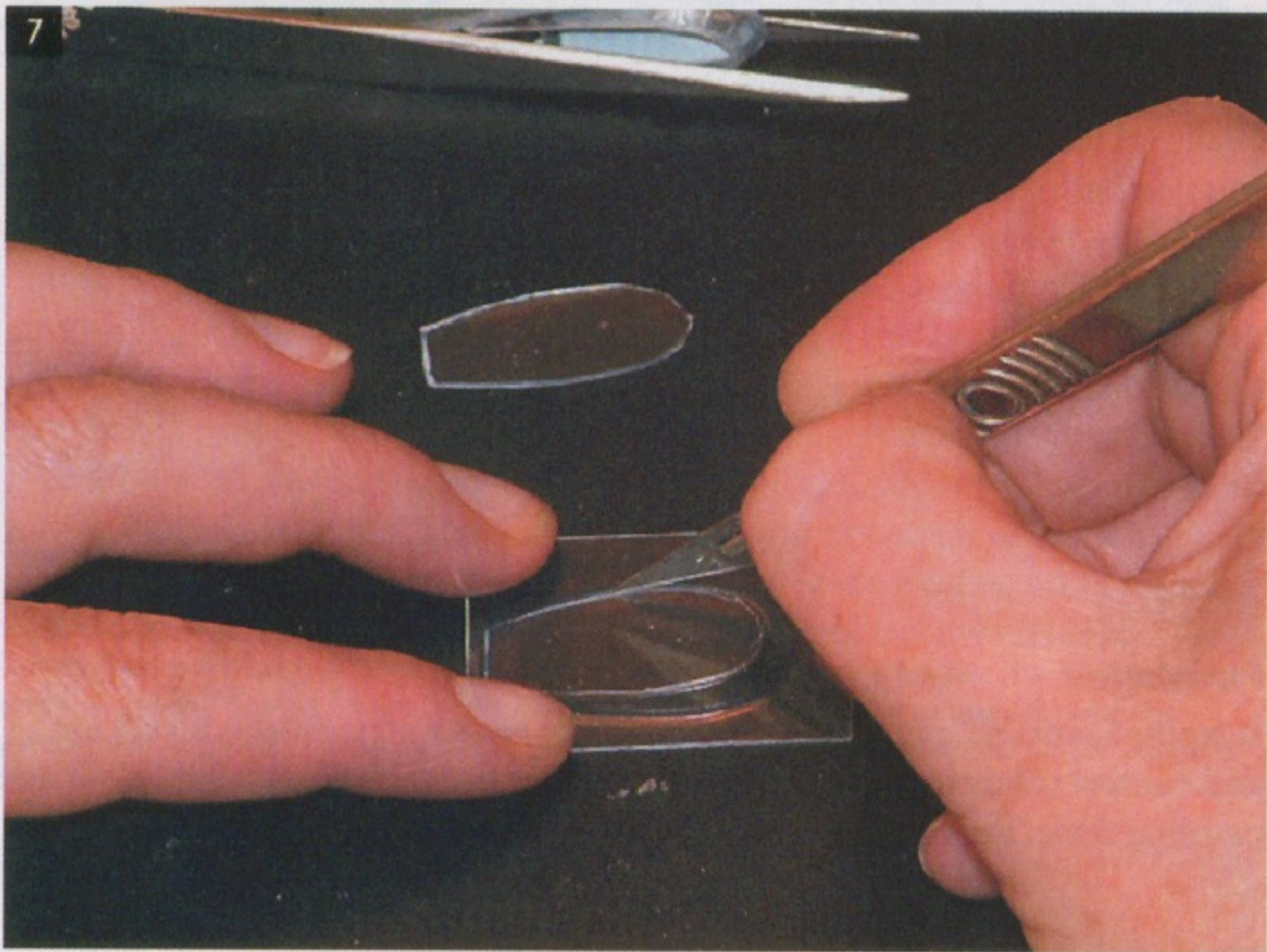
Injected sprues



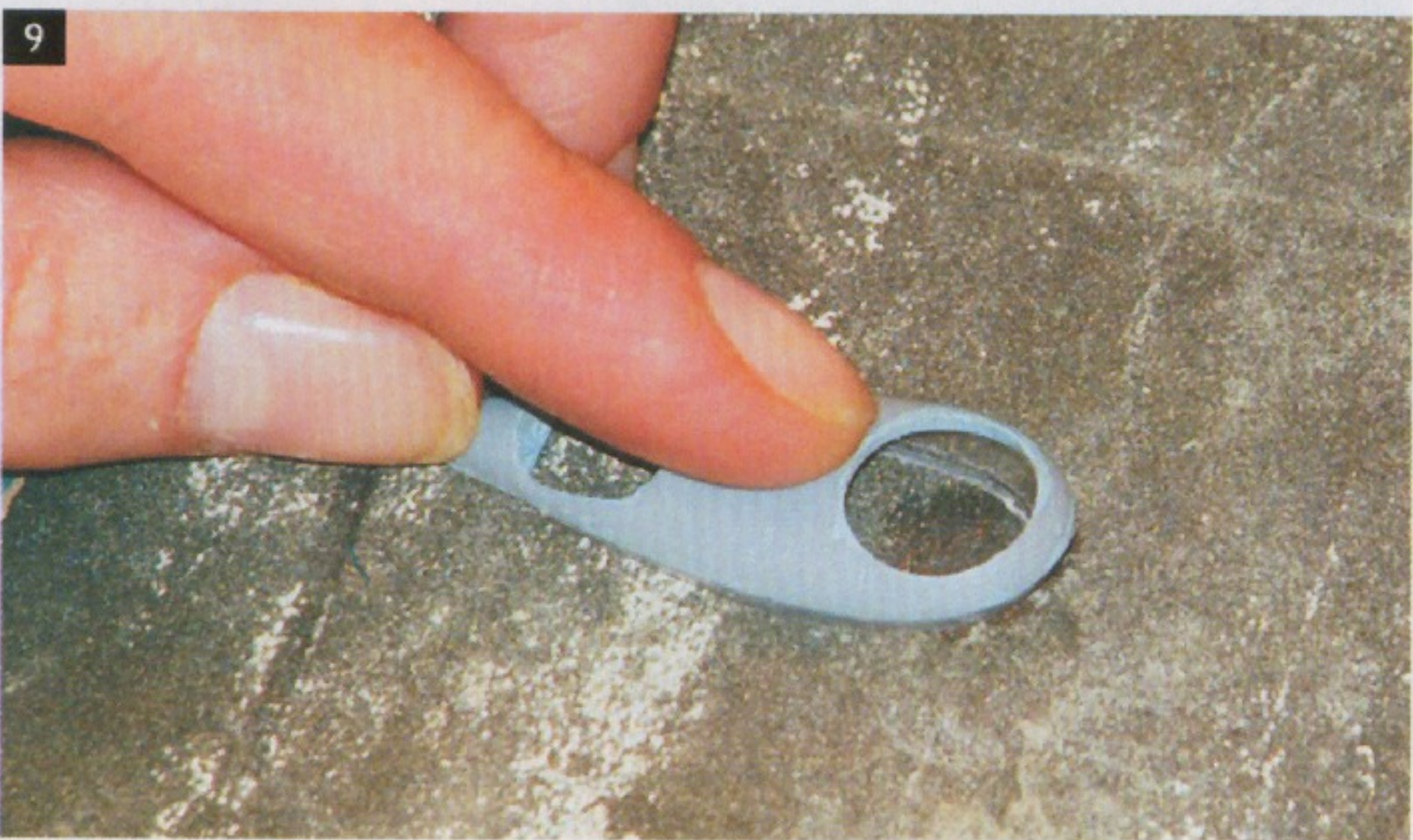
Decals, vac-formed clear parts & resin components



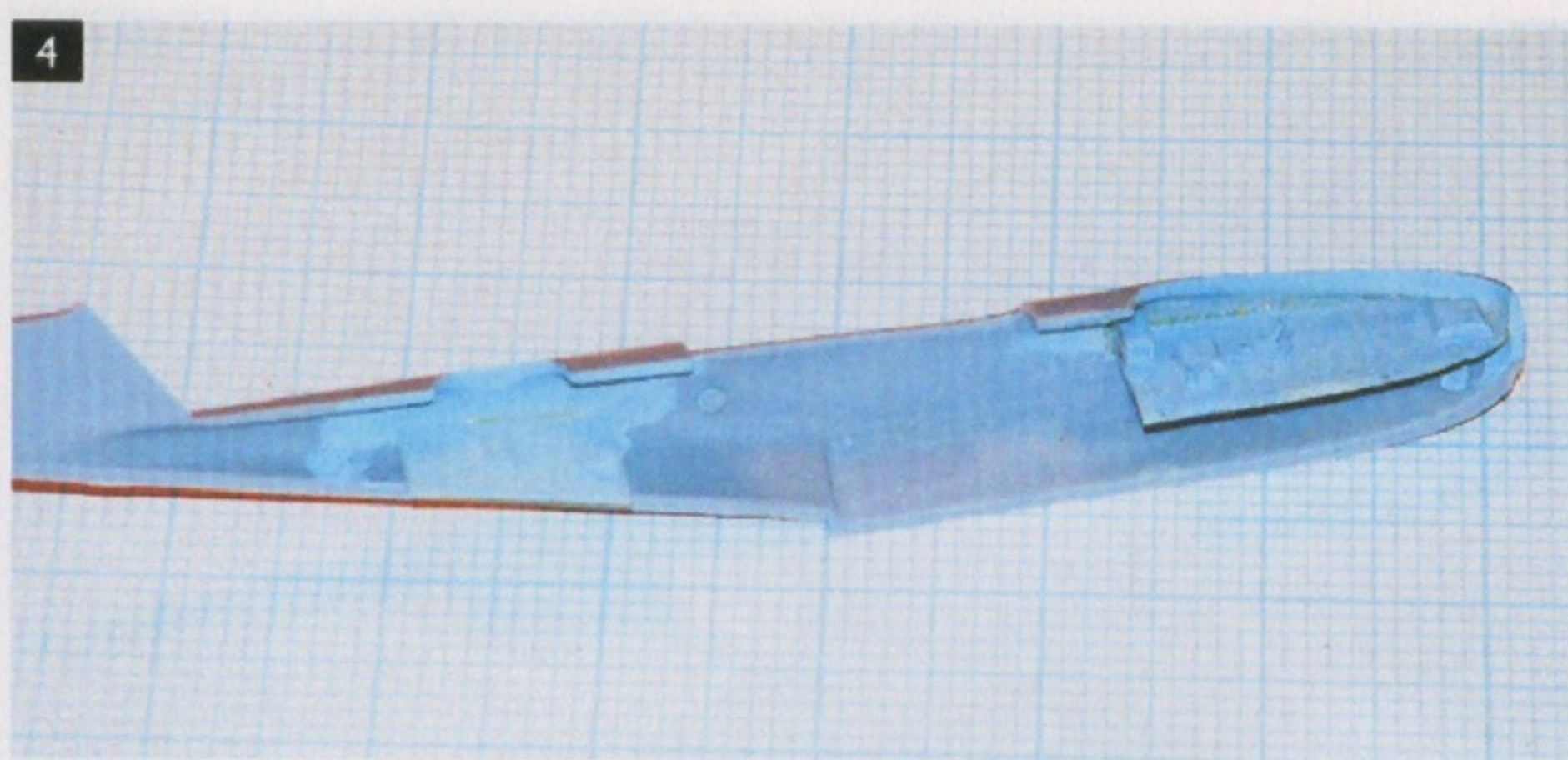
Closing the fuselage with Berna clamps and masking tape



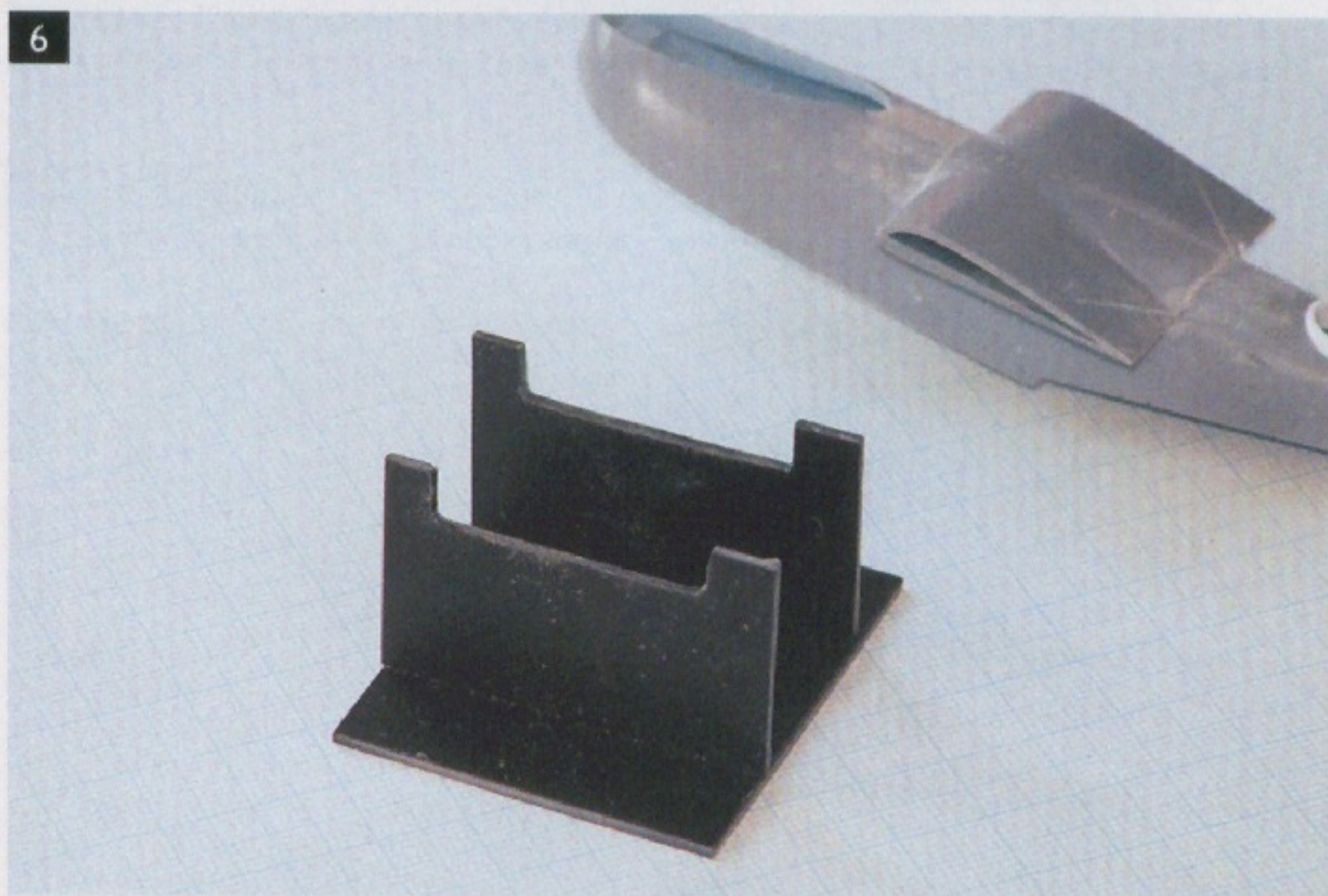
Using a new scalpel blade to cut out the cockpit bay window. It is essential to use gentle pressure on the blade and score the same cut repeatedly till the scrap is removed



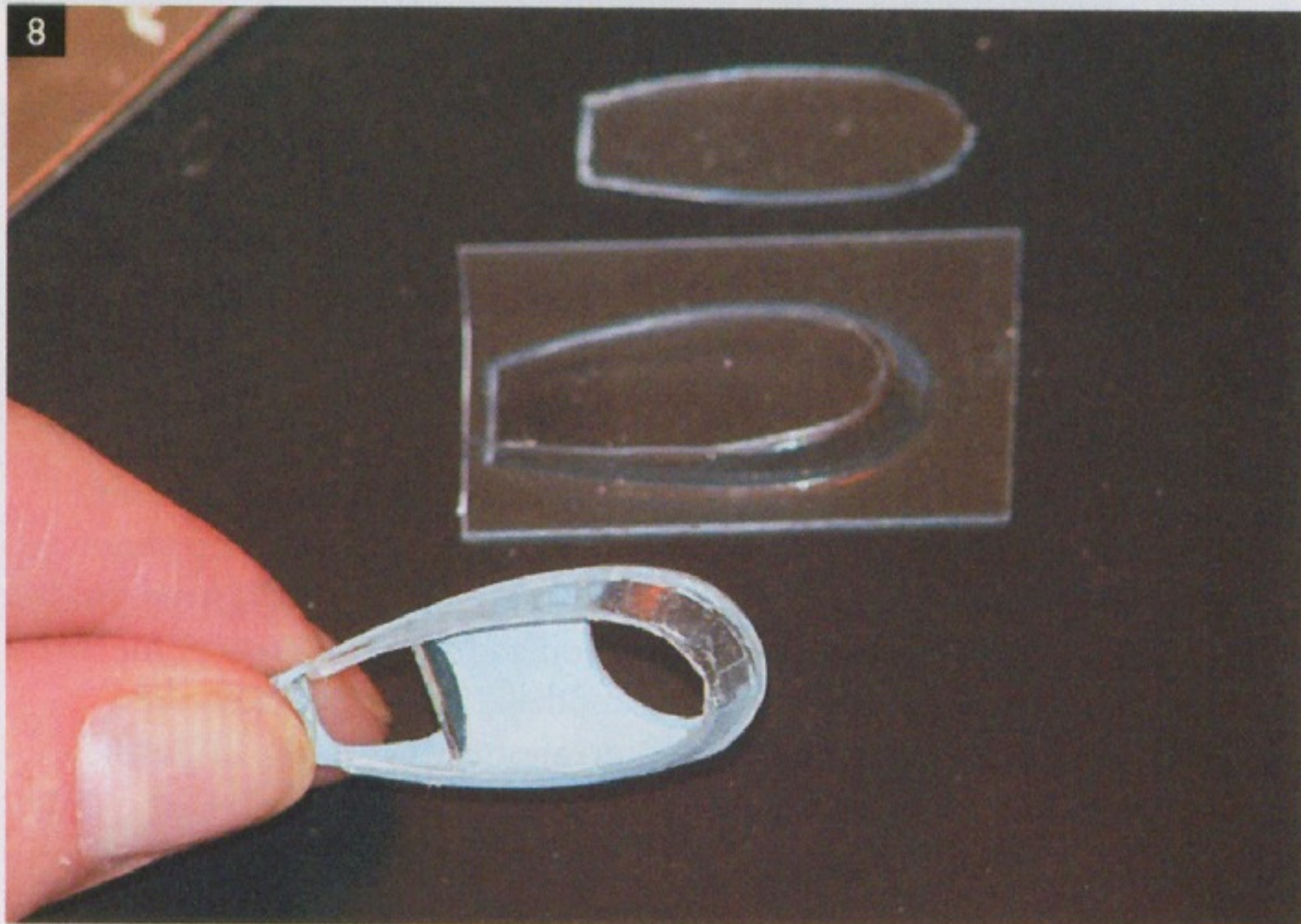
'Facing' the cockpit transparency to ensure a good fit on the fuselage bow



Port fuselage with cockpit and rear gunner's position fitted



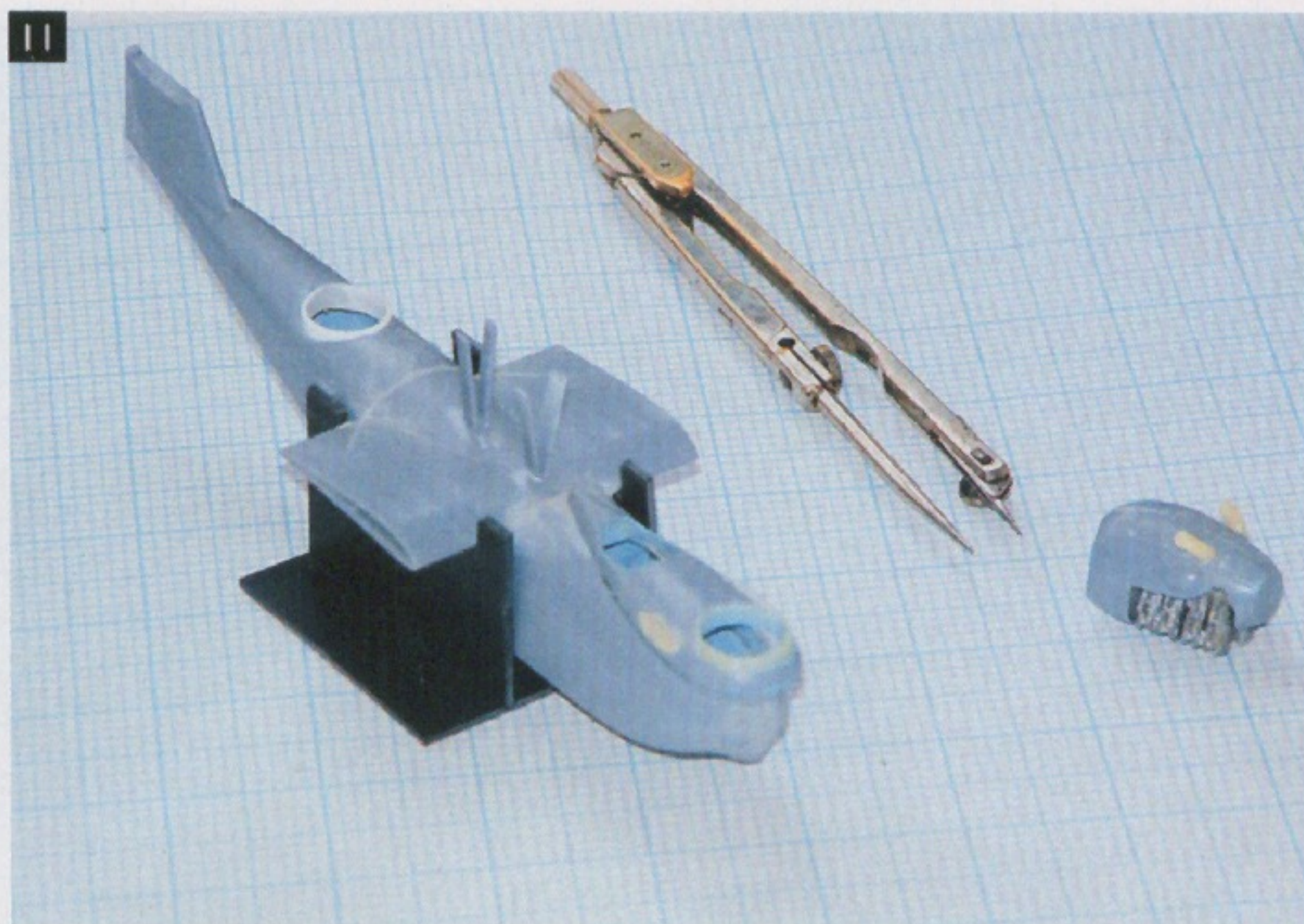
Fuselage holding jig made from sheet plastic. The fuselage with centre section attached in background



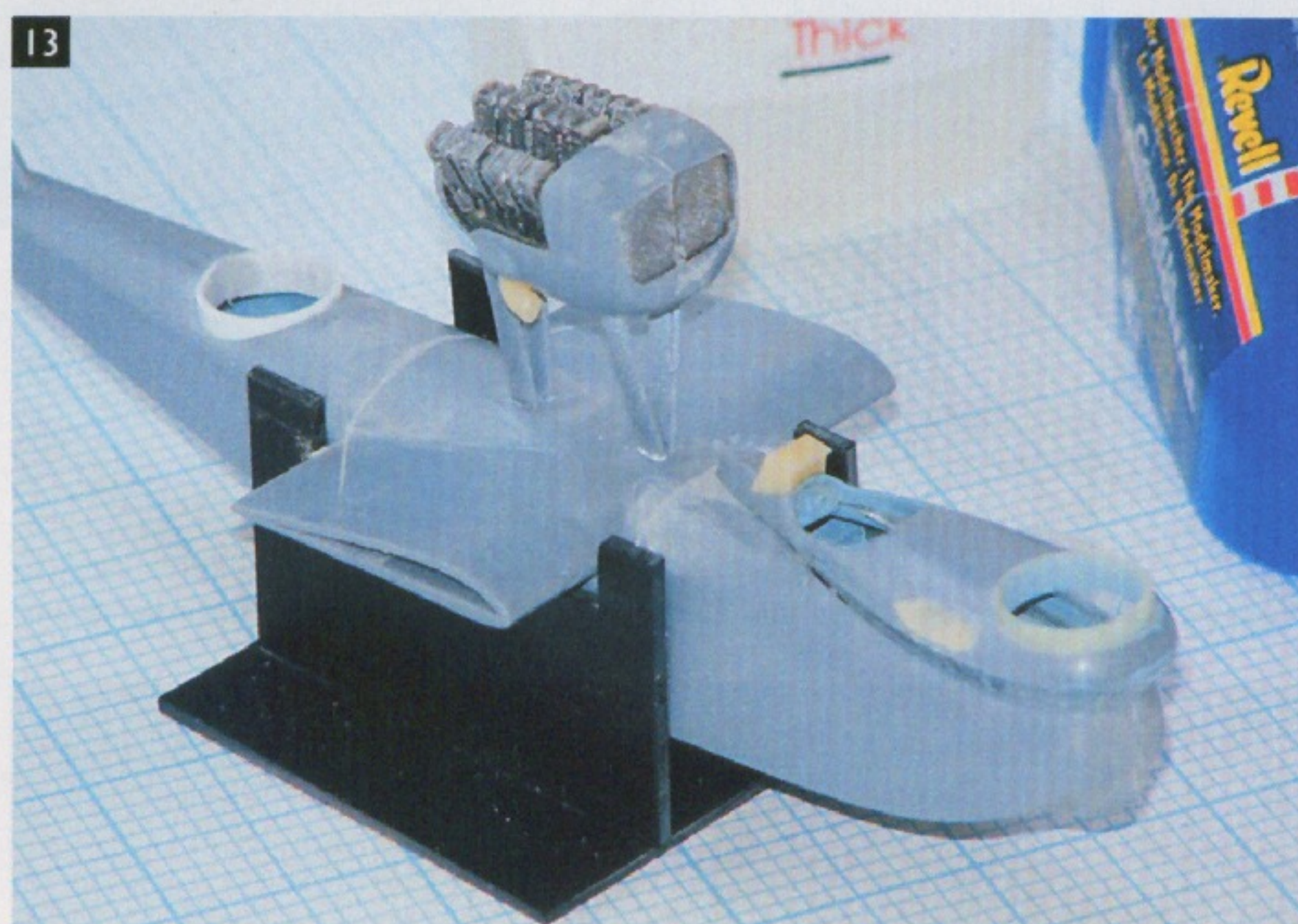
Azur supply two sets of clear parts and the cockpit coaming with the windows added is shown held in the tweezers in the background. White glue or Clearfix can be used to attach the transparency. Cyanoacrylate may be used too, but only if the clear parts have been painted with Johnsons Klear and allowed to dry first



Engine & nacelle components



Completed engine nacelle & fuselage with primary engine mounting struts fitted



Completed engine nacelle mounted

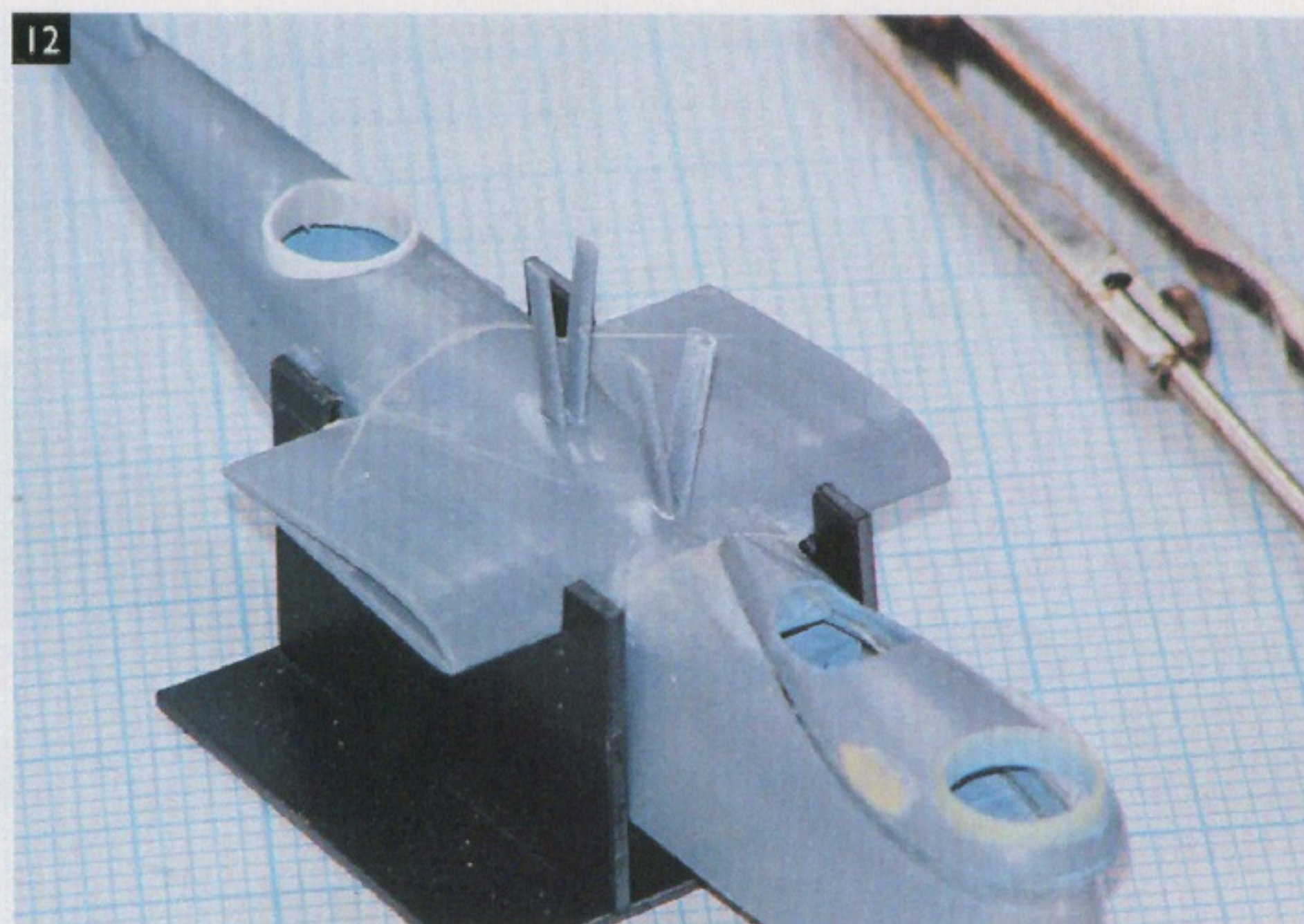
sequence and a useful scale front elevation together with the usual history, parts diagram and painting notes. Paints are identified by FS numbers, which is fine, but manufacturers' paint numbers (in addition) would be more user friendly.

As construction proceeded I began to notice a number of discrepancies between the kit, the instructions and the various bits of artwork. e.g. machine gun mountings are clearly shown on the box and in the painting diagrams, but are not supplied, the pilot's headrest seems to be optional and

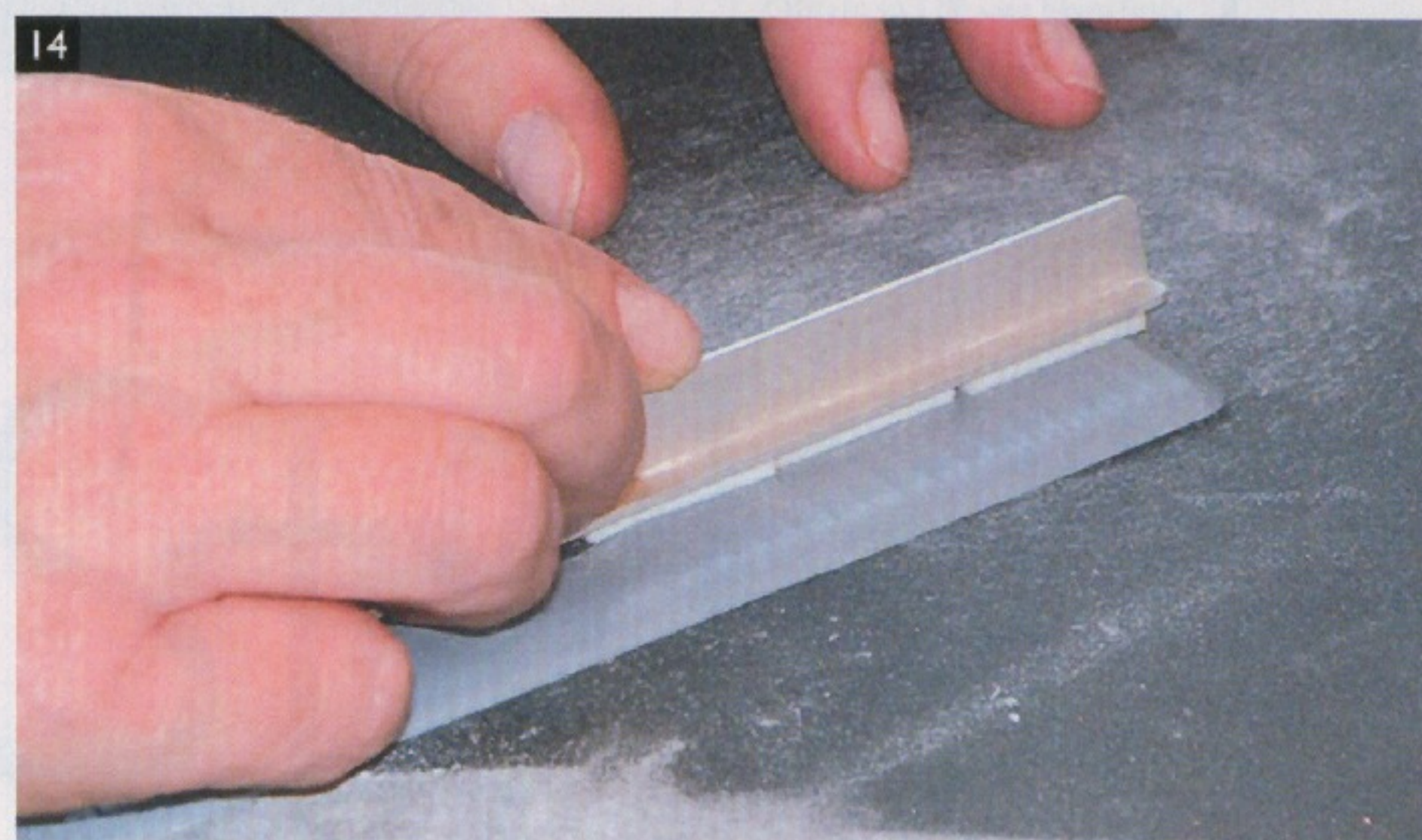
so on. Even no tailskid or hint thereof for the wheeled version! Nothing to get worked up about, but it does point to the need for good additional references for the modeller concerned with the greatest fidelity to the original.

Construction

The photographs say it all. This kit really isn't hard to build, but the various parts do need careful cleaning up and 'dressing' using assorted techniques to ensure a good fit of the various assemblies. Constant trial fitting is a must to



The first two pairs of engine mount struts fixed to the centre section. Their location is indicated on the centre section and the struts were first mounted vertically using Revel Contacta glue. Dividers were used to measure the distance between the corresponding mounting points on the engine nacelle and the top of the struts spread accordingly before the glue set



Using ED Models 'Tal' system to refine the wing trailing edges

avoid disappointment and assure the quality of the finished product. The wheeled undercarriage spoils the lines of the machine and the apparent lack of the tail skid dictated that I finish the model as a pure flying boat. Similarly, though the 'Darne' machine guns were well cast, the omission of suitable mounts to attach them to the turret rings encouraged me to leave these off.

Fuselage

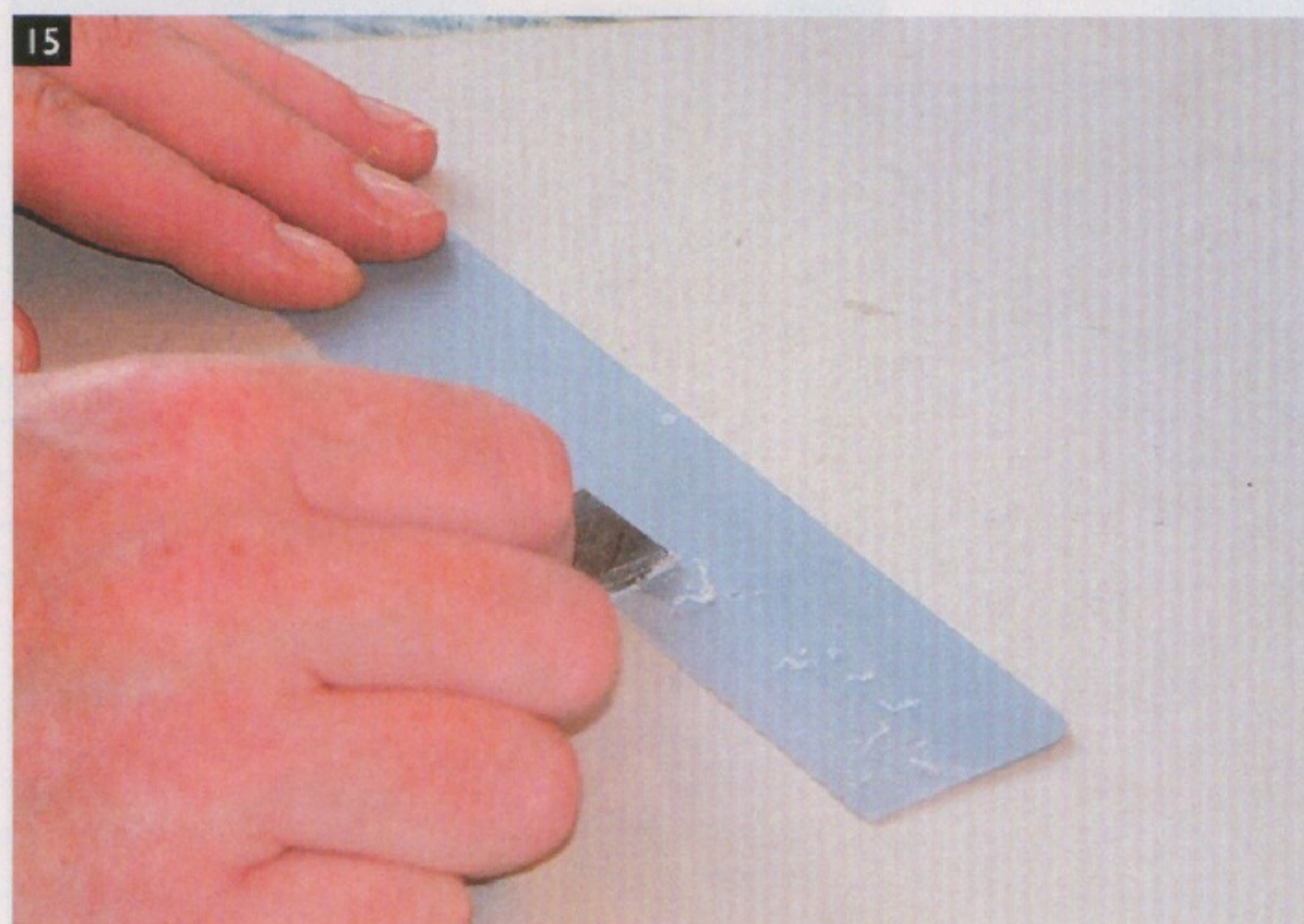
It seemed sensible not to fit the seats and control column until after the painting stage, thus avoiding bits

falling off during construction of the fuselage and ensuing masking. So the flight deck and rear gunner's deck were located in the hull without these items, contrary to the suggested construction sequence.

The quaint glass balcony cockpit detail is somewhat fiddly, but after a long sequence of trial fit and file a cockpit coaming/glazing/hull fit was achieved, which I could live with.

Engine

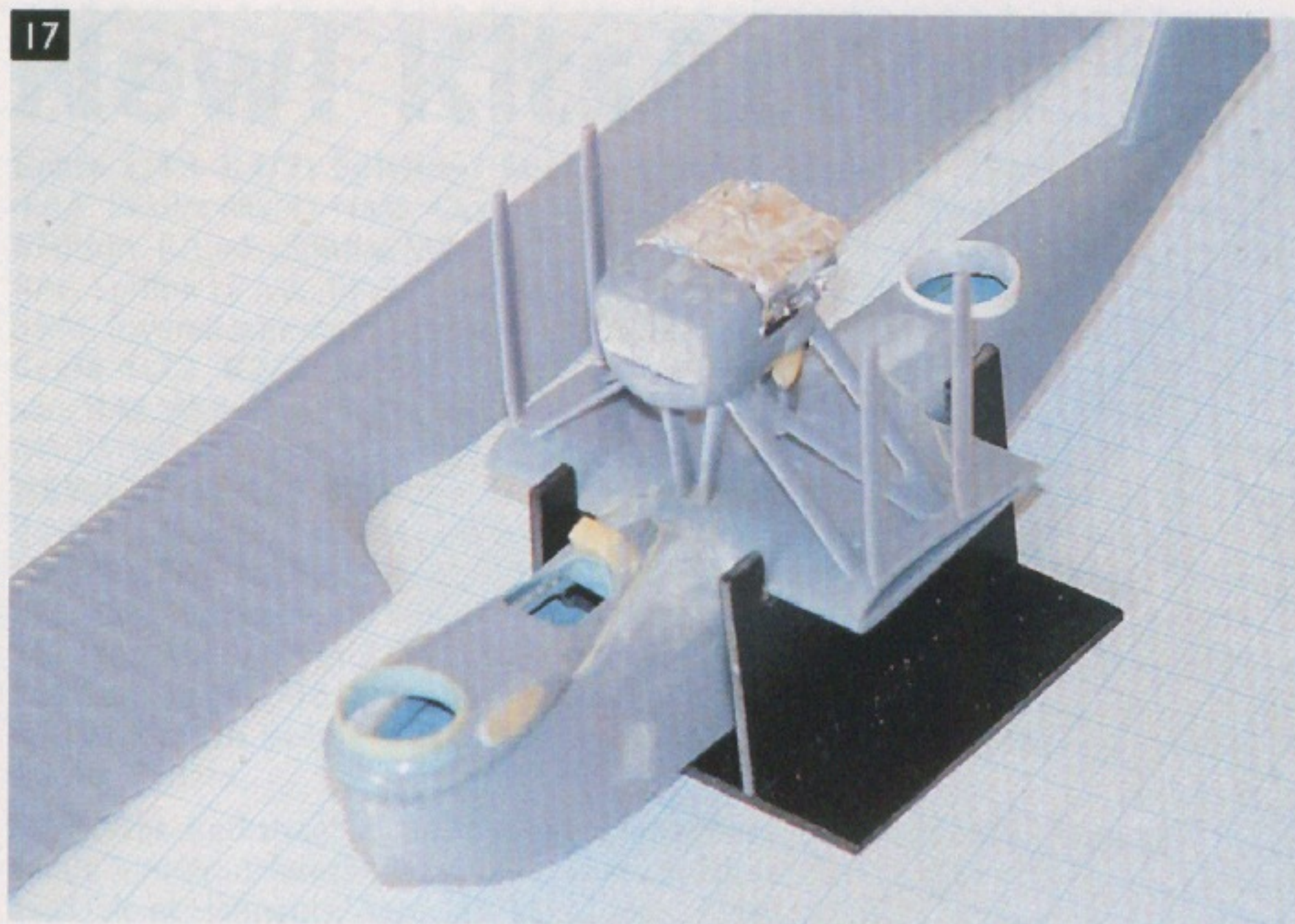
The resin and injection pieces are nicely produced, but it isn't clear at the outset that the middle row of



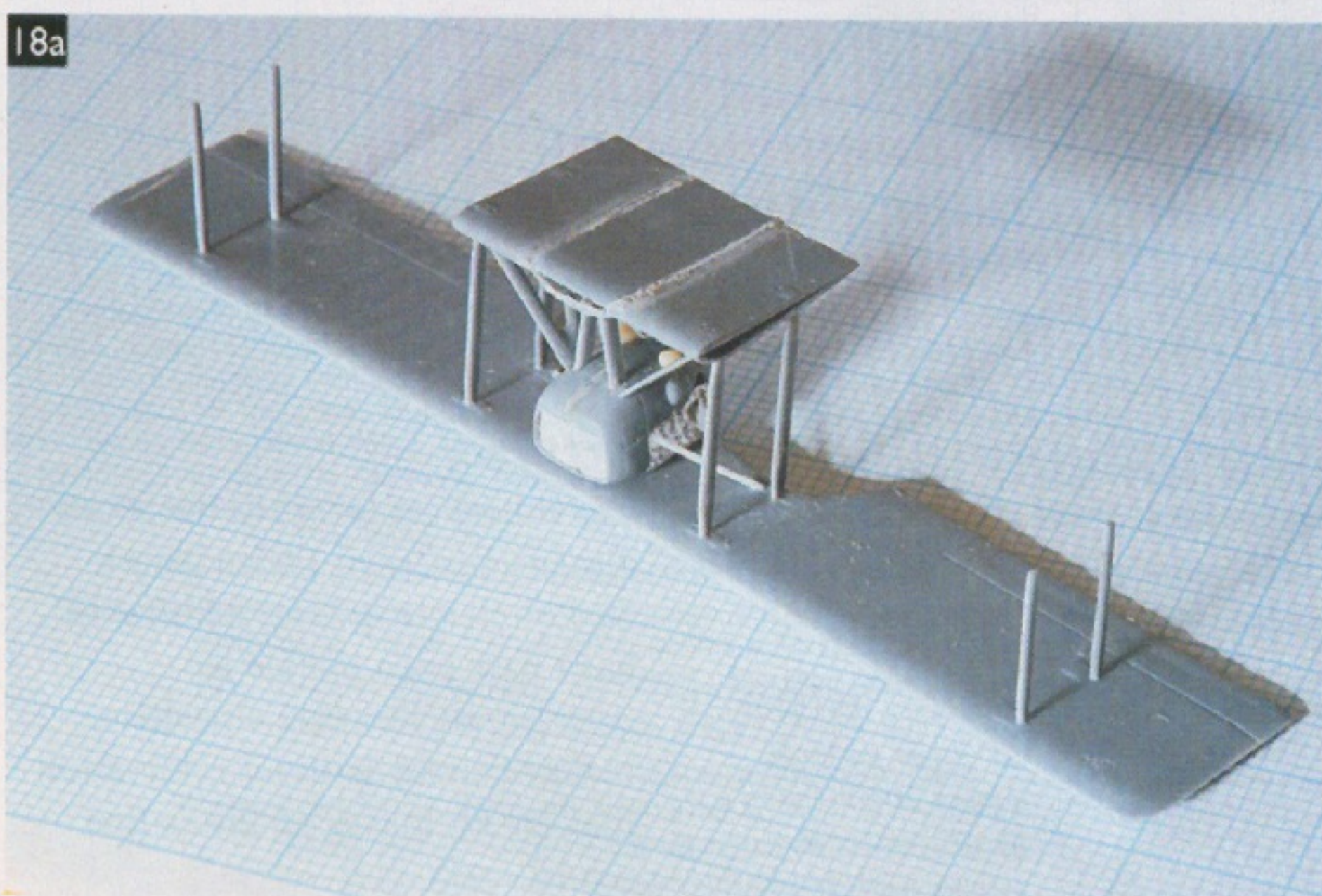
Same task using a Stanley knife blade



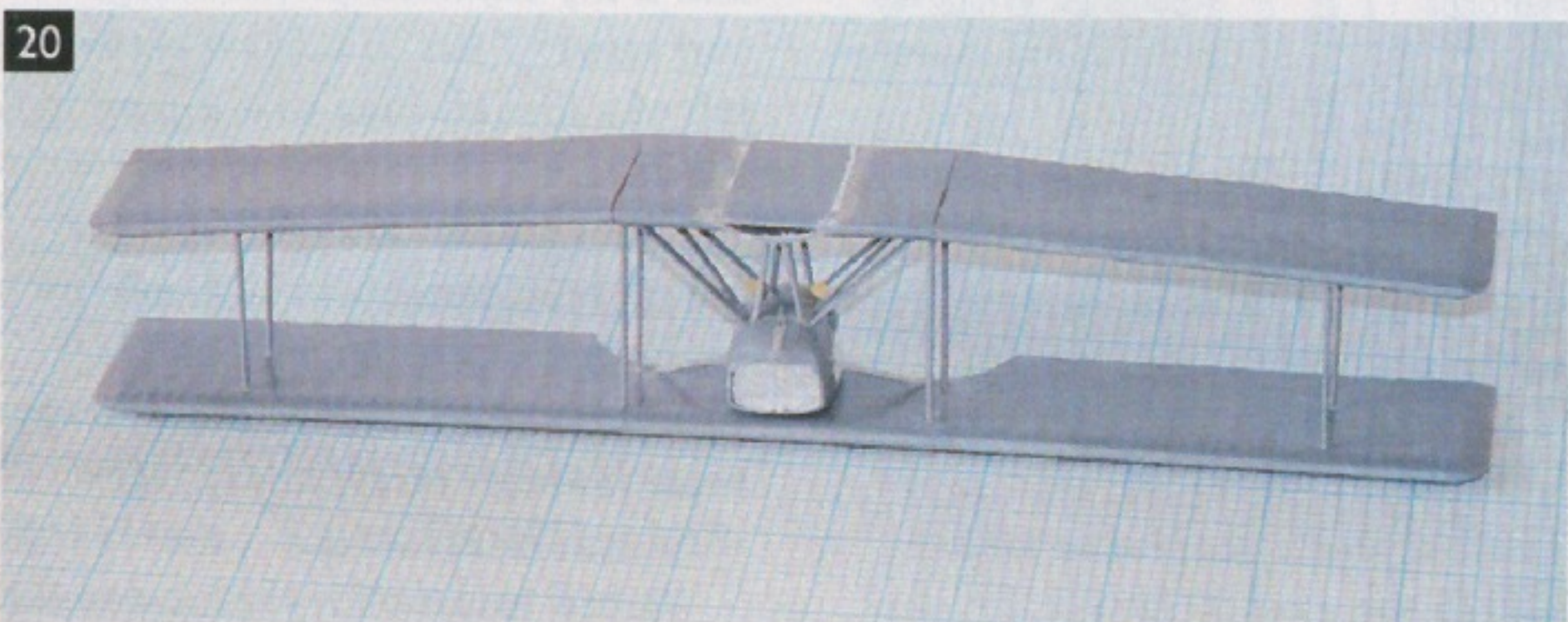
Oops No. 1! This trial fit of the upper wing with the inboard wingstruts mounted to the centre section shows that the first pairs of engine struts were too long. They need to be cut to about 13.1 mm at the front and the rear struts adjusted to maintain the engine thrust line



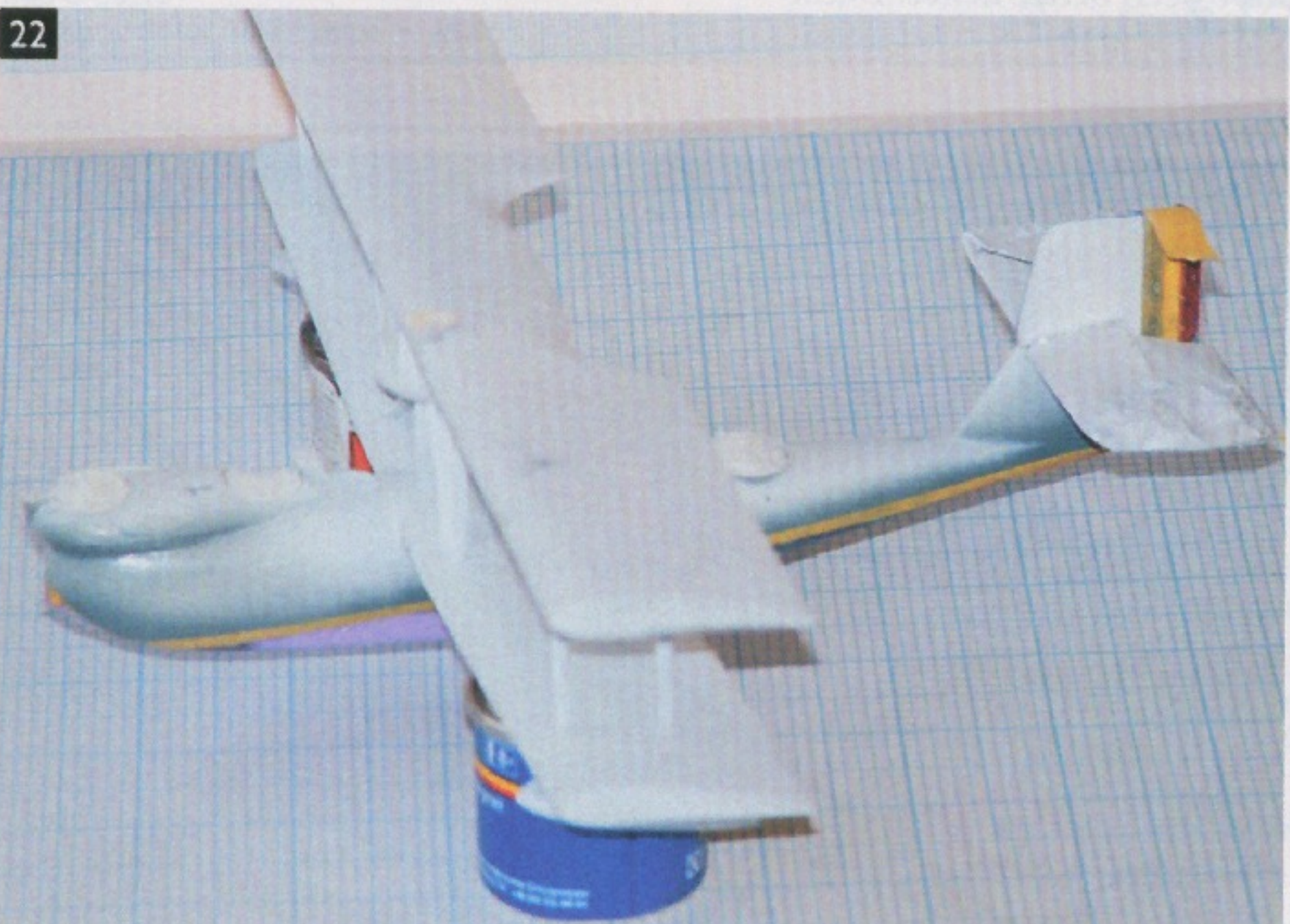
Oops No.2! The middle bank of engine cylinders should be flush with the top of the cowl



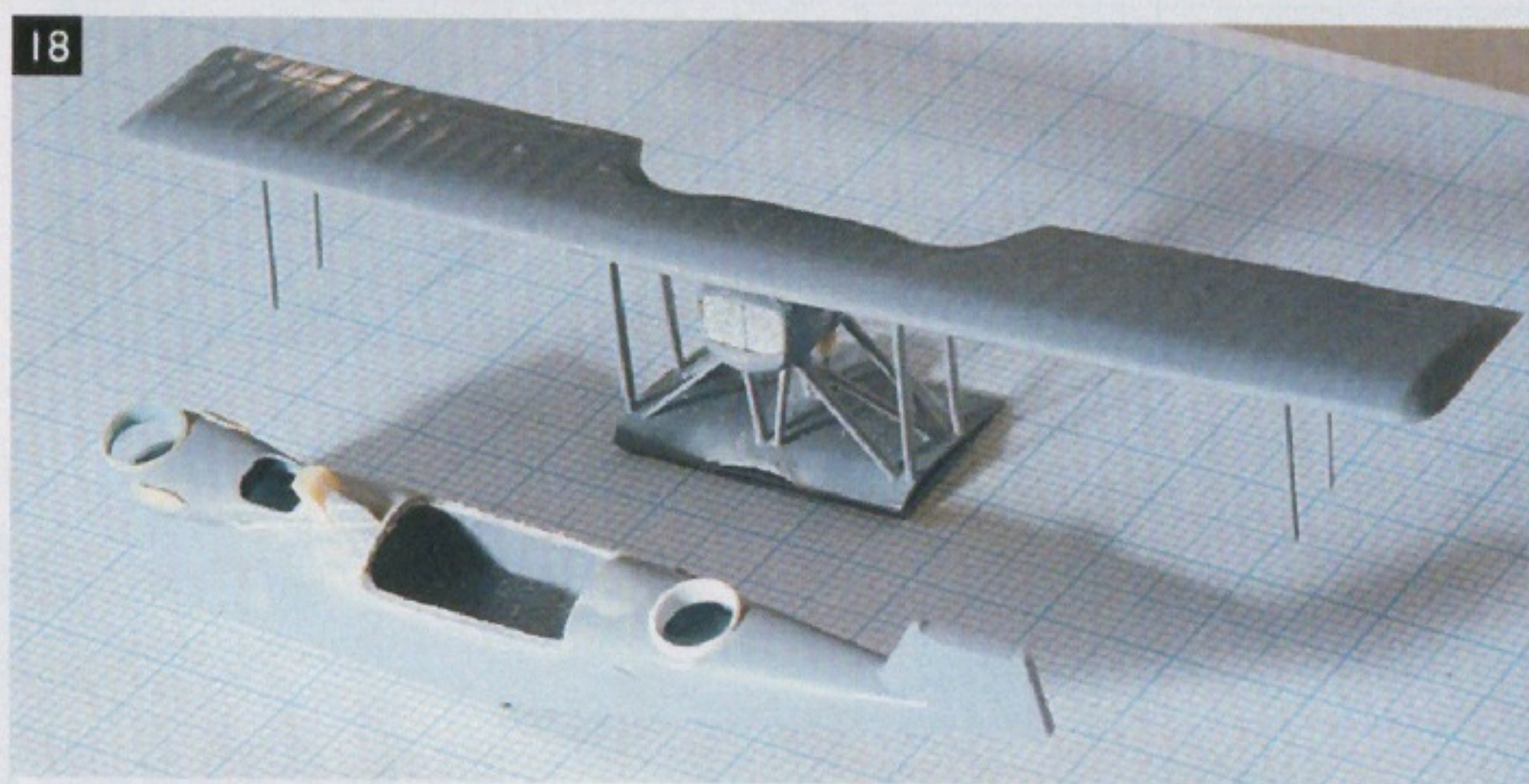
Oops No.3! The slightest misalignment of the centre section throws the wing cellule wildly out. A razor saw and scalpel were used to detach the centre section from the fuselage so that the upper wing could be fitted square. The outer wing struts have been glued to the upper wing and allowed to 'dangle' at this point. I suggest that it is better to build the wing cellule completely before attaching the centre section to the fuselage. It is much easier than the route I first took!!



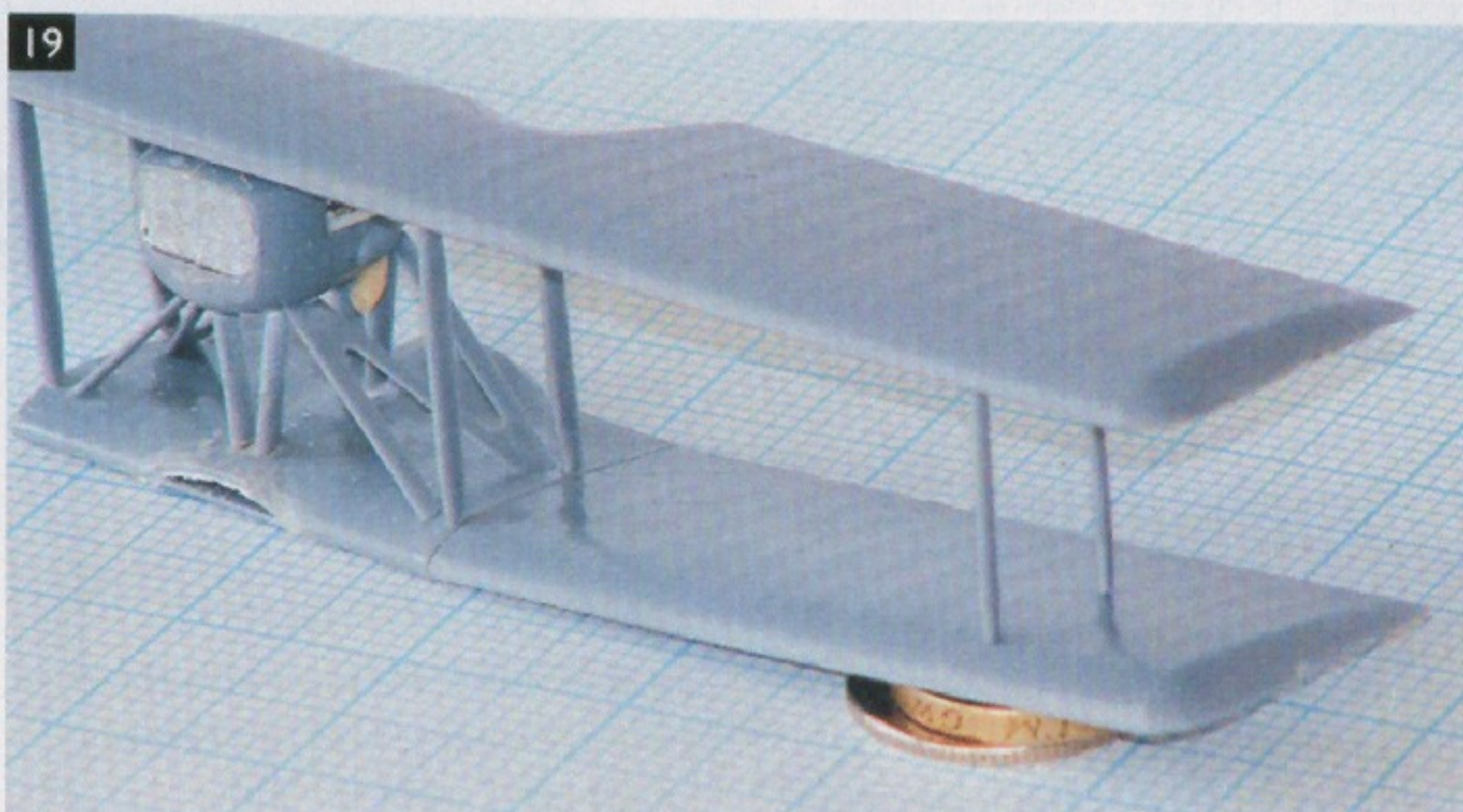
Gravity then will ensure that the lower panels assume the correct dihedral. The squared paper assists alignment. During 19 and 20 it's essential to move at a measured pace allowing the glue/cement to go off, but not set rock hard before the assemblies are turned and/or adjusted otherwise they will just fall apart



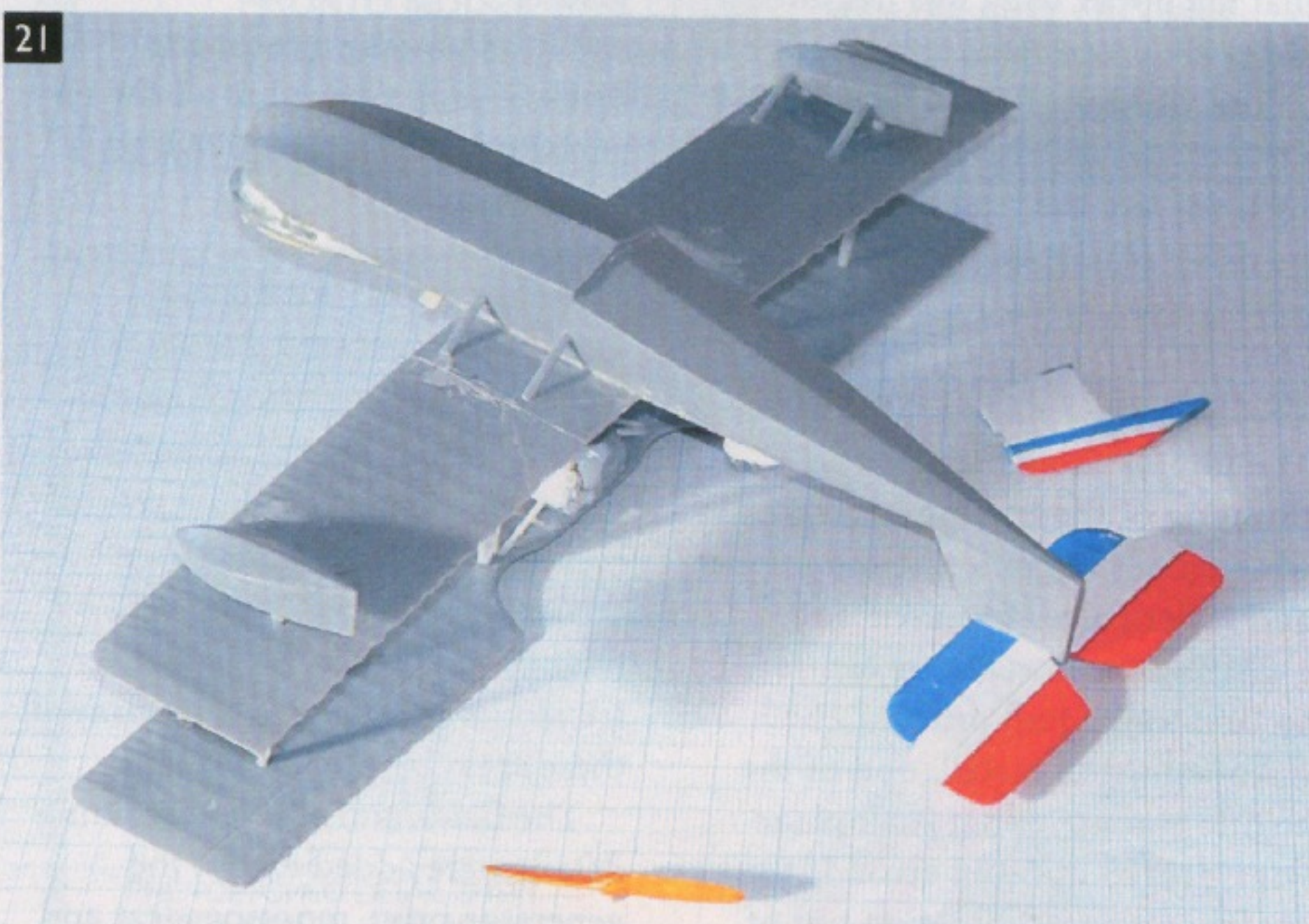
Tail and rudder attached. Foil has been used to mask the horizontal stabiliser and Tamiya tape on the rudder. The planing bottom and lower fuselage have been painted and the area masked with Maskol and tape



Engine nacelle mounted on wing centre section after struts shortened and engine lowered in nacelle. Note that the engine 'N' struts DO NOT need modification. Cockpit coaming, gun rings and removable cooling foil masking over the exposed cylinder blocks in anticipation of painting.



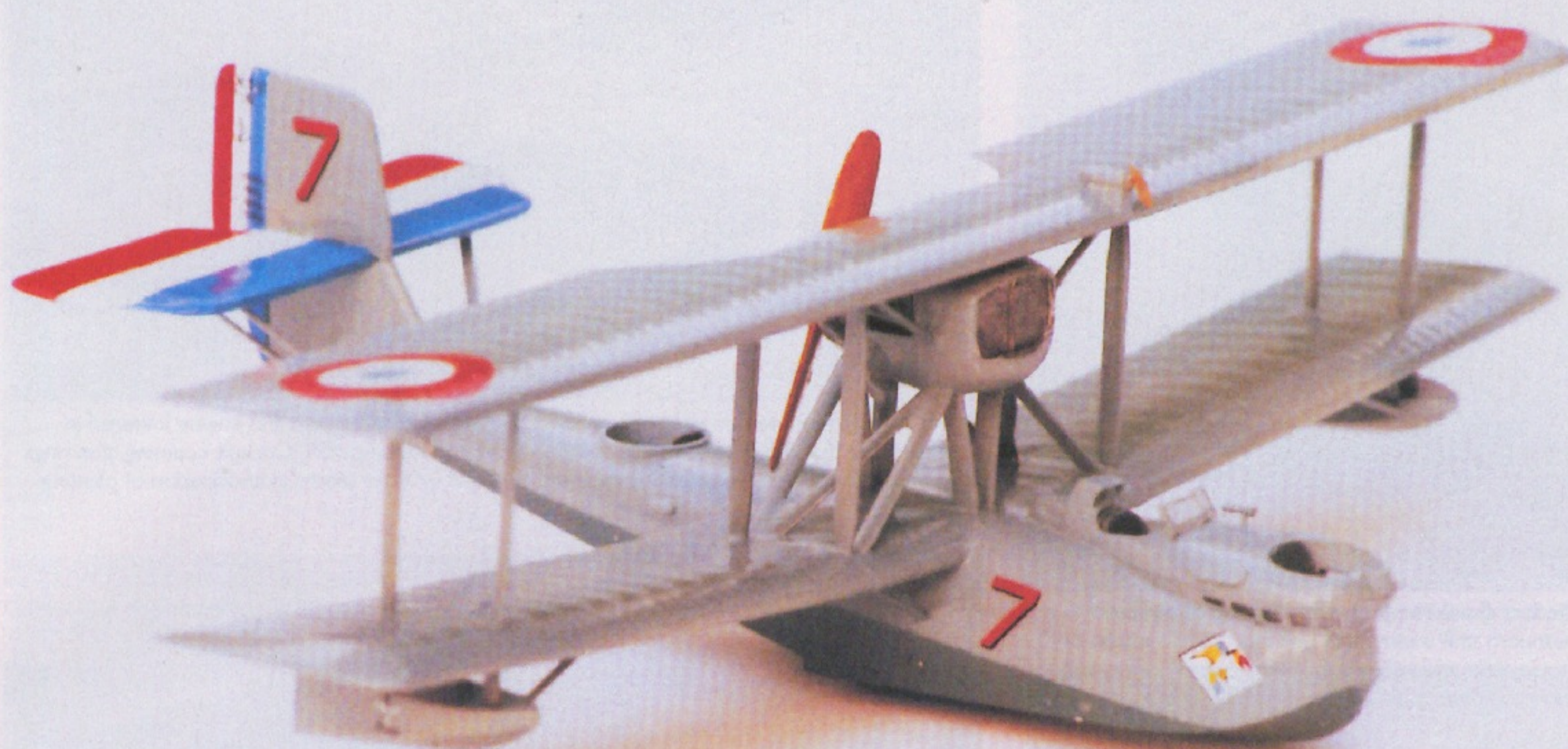
With the outer struts setting, the lower outer wing panels were attached to the centre section and coins used to lift the tip up so that the outer struts mounting points touch the foot of their respective struts. Liquid cement may then be applied to fix them in place



Wing floats, fuselage centre section struts and painted horizontal stabiliser attached to the model. Just seen is the (white) rear starboard engine nacelle to upper wing strut. This is one of six and these are best attached when the model is inverted



Drops of 'Mask it Easy', a liquid, were used to mask the windows before spraying, but Maskol would do just as well. A sharpened match stick is used to ensure that the mask runs up to the framing. Here a scalpel is being used to gently cut along the inside edges of the frames and lift out the paint covered mask. The eagle eyed will also see that a front engine strut has cracked!



cylinder heads should be flush with the top of the nacelle, which hugs the under surface of the upper wing.

Mounting the engine on the lower wing centre section showed that struts number 39 & 40 were so long that the upper wing was held well above the inter plane struts.

Test fitting and cutting indicated that 39 & 40 should be reduced to 13.1mm and the rear struts modified if required to maintain the correct stance of the motor nacelle.

Wings

The photos show the essential thinning of the trailing edges of all wing panels before cementing upper and lower halves together.

Fitting the lower wing centre section to the hull prior to completing the installation of the engine and the upper mainplane wing proved to be an error. If the centre section is a fraction out of alignment then it is very difficult to make a good job of the complete cellule. This became apparent when I fitted the upper wing.

To resolve the problem I had to

cut the centre section (with the strut mounted engine and upper wing fitted) away from the hull.

Thus I recommend that the wing cellule and engine are assembled as a complete unit before fitting to the fuselage.

With the wing attached to the fuselage it was downhill all the way and the final finishing stage could commence.

Finishing and Painting

Markings for one Portuguese 'Marine Air Force' aircraft (No 40) and one French 'Escadrille du Donnai' aircraft based in Saigon, Indochina are included and I chose the latter.

The decals provided do not include the rudder and stabiliser tricolours so I masked and sprayed these areas before attachment.

The floats and all the remaining details were added except the generator prop, mooring cleat and tail struts, which were too fragile or would inhibit subsequent masking.

The following paints were used for the main areas applied largely by a Badger 150 airbrush powered by a

Shesto 'Grey' 0.7cfm compressor, which have given eight and twenty-three years excellent service respectively:

Xtracolor	X162	Blue/Grey (FS15189) for upper surfaces
	X396	Mirage 2000 Dark Blue/Grey for the planing bottom
AeroMaster	1101	French Light Blue for the cockpit etc
Humbrol	19	Gloss Red for the national markings
	14	Gloss Blue for the national markings
Halfords		Appliance White for the national markings

You will appreciate that these colours are representative rather than guaranteed accurate renditions of the original.

Decals

These are very acceptable taking well to the gloss Xtracolor finish without recourse to solvents and setting solutions. Register of the outer edge of the roundels could have been better hence: Decal Rating = 8/10.

Accuracy

The model conforms to the stated dimensions (span 14.5m length 14.37m height 4.72m) admirably, but I have been unable to corroborate this data elsewhere.

One can say without reservation that the kit makes up into a fine model.

Conclusion

It has been a genuine pleasure to 'test fly' the construction of this kit. The completed article is excellent and if my experiences encourage and assist others to make a better job of a fine kit then that is jam on the cake.

Azur's CAMS 37 is perhaps not for the tyro, but it isn't difficult either and can be recommended with little reservation to the average keen modeller of aerial carriages with real character.

All hail to Azur for the kit and for providing the review sample.

Simon Snape



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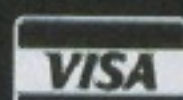
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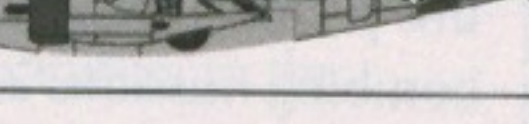
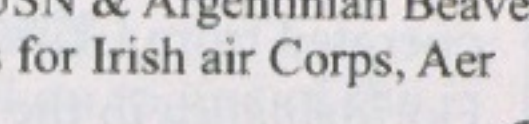
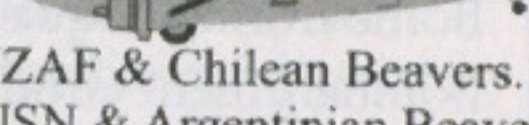
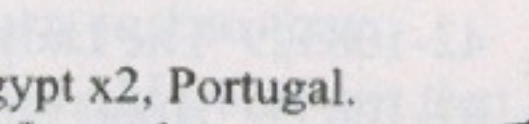
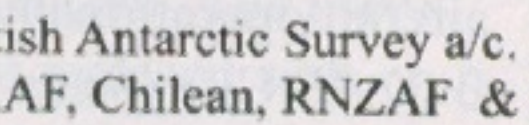
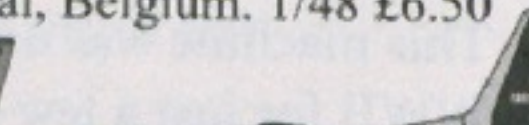
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The Terminator

by Libor Maly

Don't be afraid, please! I'm not going to describe the building process of a kit of the immortal creature from the American sci-fi movie of the same name.

History

The 'real' Terminator had actually been used by Americans nearly 40 years before the above movie starring Arnold Schwarzenegger was produced. It was the nickname given to a heavy four-engined strategic bomber, built by Consolidated and officially called the B-32 Dominator. This machine was used at the end of WWII for just a few raids against Japanese targets. The most used aircraft operationally were three B-32-20-CF's (Serial Nos 42-108528, 42-108529 'The Lady is Fresh' and 42-108532 'Hobo Queen II'). These machines were assigned to the 386th Bombardment Squadron, 312th Bombardment Group (Light) and operated from Clark Field and Floridablanca in the Philippines from May 29th to July 6th, 1945. During this period they undertook twelve bombing missions and dropped 134

tons of bombs on enemy positions. On the 11th August 42-108528 and 42-108532 moved to Yontan Air Base on Okinawa and in so doing joined another five B-32s that were already stationed there. After the atomic raids on Hiroshima and Nagasaki the Dominators were used in the reconnaissance role. During a photo-reconnaissance sortie near Tokyo on the 17th August 'Hobo Queen II' and three other B-32s were attacked by ten Japanese fighters. The quartette defended themselves well and one Japanese fighter was shot down with another two claimed as probables. Furthermore, on the 18th August the 'Hobo Queen II' and 42-108578 shot down two Japanese aircraft over Tokyo and claimed two more as probables.

The Dominator in Kit Form

For modellers who are keen on having this 'dwarf' in their 1/72nd

scale collection there are only two possibilities. Unless you can get hold of the unobtainable Contrail vac-formed kit, your best option is to go for the new Dominator kit offered by Aviation Usk.

Inside their large box are vac-formed parts for the fuselage, stabiliser and engine nacelles. There are also two limited-run injection moulded plastic sprues with several smaller parts, such as the wheel wells doors and engines. The glazings are all vac-formed and there is also a small photo-etched fret included. This fret includes the radar masts, nice gun barrels and parts for the undercarriage legs. The decal sheet offers two options; 'The Lady is Fresh' and (of course) 'Hobo Queen II'. It must be noted that the 'Hobo Queen II's' nose art is shown applied to both sides of the fuselage in the kit's instructions, but it should in fact only be applied to the port side.

This nose art comprises a black-outlined cloud on which a lady is sitting. However, when you try to place this image between the two small windows aft of the cockpit you will find that the cloud is larger than the distance between the windows and as a result one of them would be covered; either the decal should be smaller or the distance between the windows is incorrect? The blue of the US national insignia is lighter than in reality and all four stars are the same size when the wing stars were actually smaller than the fuselage ones. It is therefore better to replace all of these markings from an aftermarket source. The kit decal sheet seemed quite poor and it is possible that it will break-up when put in water. The sheet does not offer any stencils or black warning stripes for the upper part of wings so all of these have to be painted on or obtained from an aftermarket source.

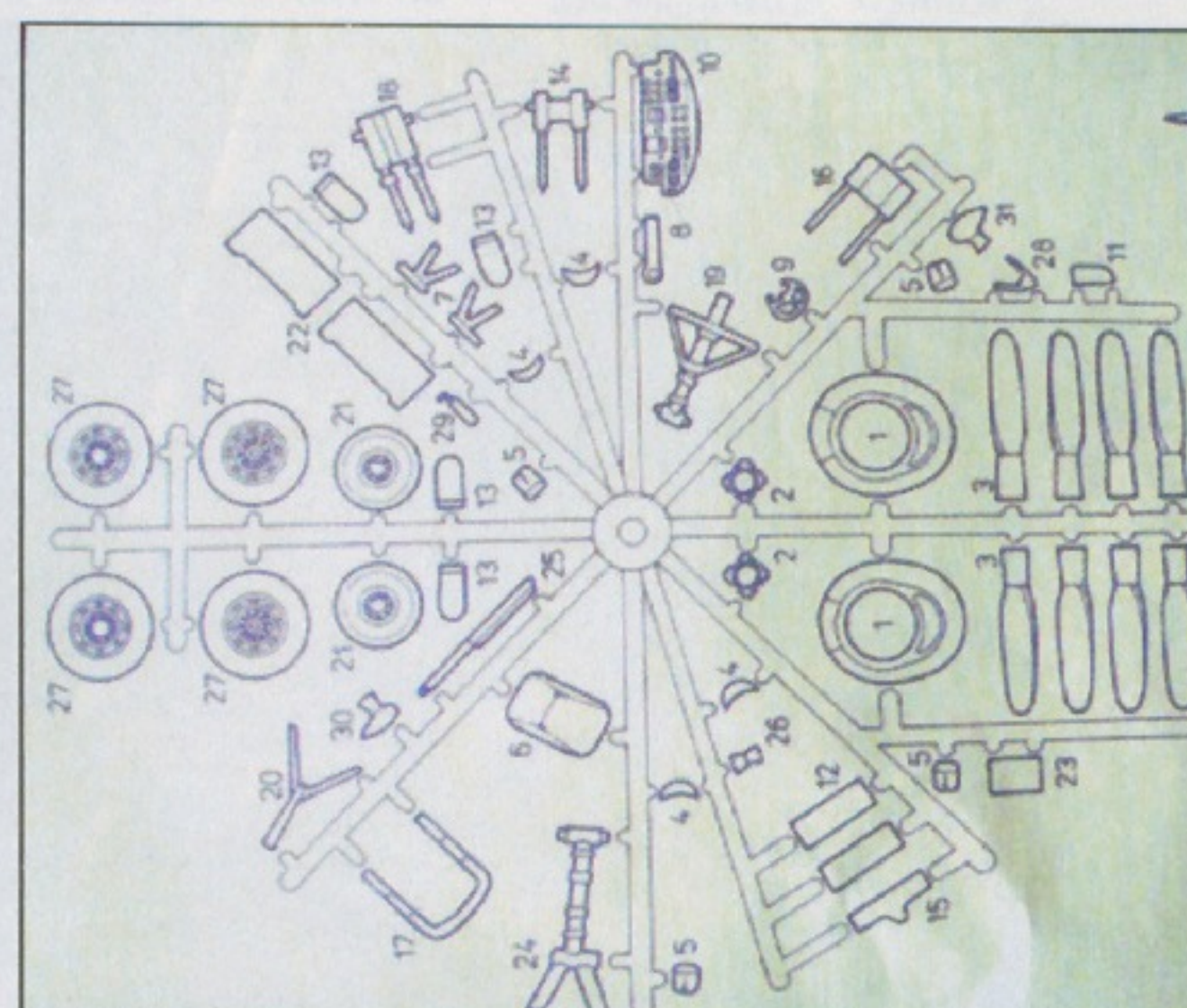
1/72nd Scale

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Inside the instruction leaflet you will find a short history of the type, recommended references, side and front elevations in 1/72nd scale and step-by-step drawings of how to construct the kit. I didn't see any form of 'map' for the photo-etched parts although there are numbers on the actual fret. The last page of the instructions offers a list of other kits available from Aviation Usk including their prices in US\$. Aviation Usk is quite well known for its off-the-wall humour and odd comments made on their packaging. The Dominator kit is no exception, with a statement saying that in case of criticism they recommend that the complaint be handed over, in person, at their office in Ulanbatar!

Construction

Well, to work! At first, following the instructions, I made all the fuselage formers from plastic sheet and

placed them into the fuselage as shown. Note that the placement of former No.11 is drawn incorrectly in the instructions. It must be glued to the end of the cockpit floor (Kit Part #1). Now you can settle down and cut out and clean up all the remaining vac-formed parts. It is best to sand all the wing and fuselage halves with a fine grade of wet'n'dry, simply to avoid any 'nicks' that coarser sanding may create. During this stage you must also consider the surface of the components, as the entire model will be finished in natural metal, and that hides NOTHING! Polishing all the components after the sanding process must be undertaken. I would recommend that you remove the canopy, nose and rear gun turret glazings from the main fuselage, as this will ease all the necessary filling and sanding around the fuselage joints and thus reduce the likelihood of scratching these clear

components. However, the instrument panel must be glued into the canopy at this stage, and all the inner 'metal' structure of the canopy framing will need to be painted Interior Green.

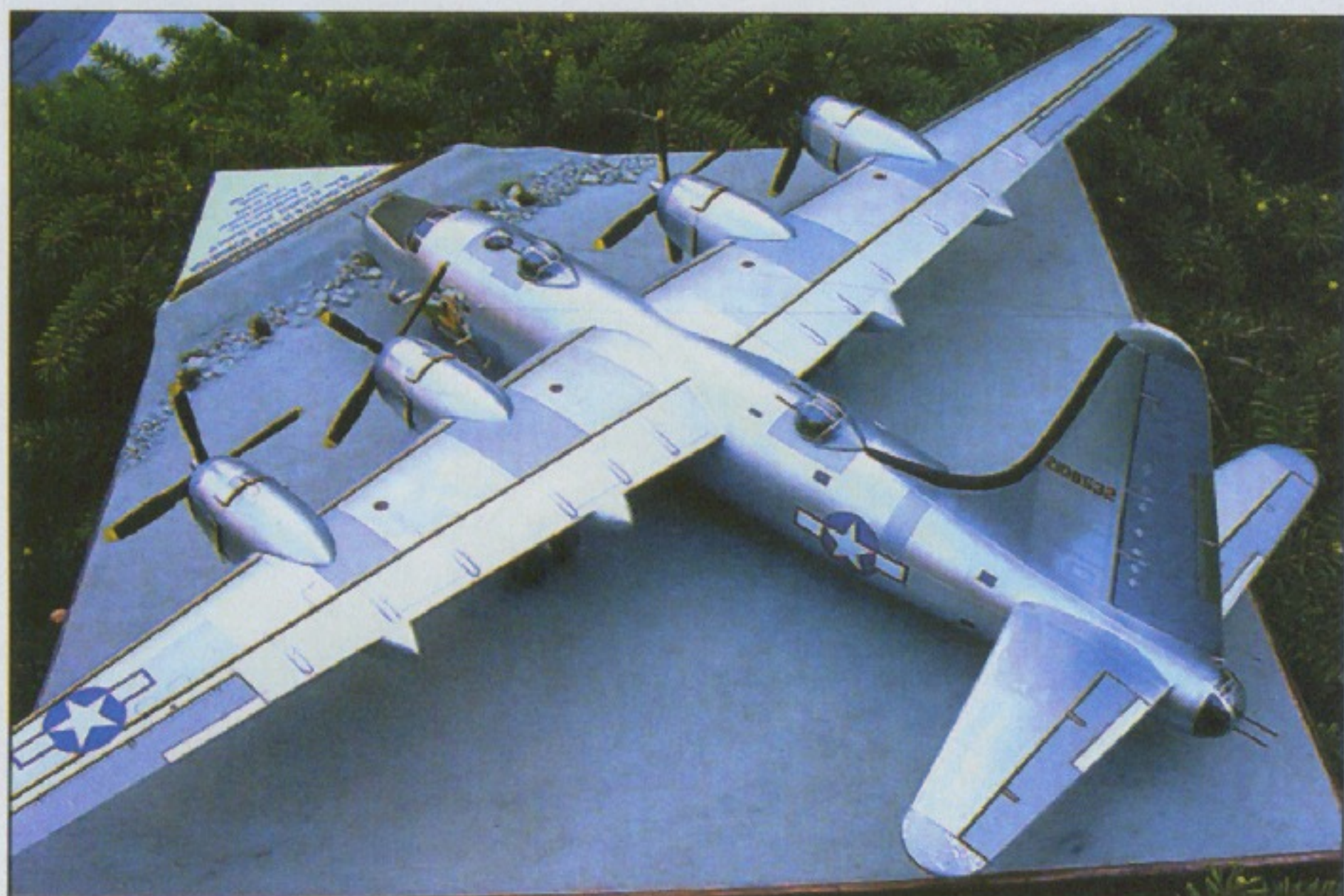
Assembly & Painting

All the fuselage frames were located and glued into the port fuselage half. Before joining the fuselage halves together all the interior has to be painted Interior Green. A weight will also have to be added to the nose if you don't want to have a tail-sitter. The wings, horizontal and vertical stabilisers and engine nacelle halves are assembled next, the former containing additional spars (Kit Part #VI) for extra strength. As soon as the glue has fully cured I set about removing the plastic from the areas where the canopy and turrets will later be positioned. I also cut out the

window apertures in the fuselage at this stage. To ensure the correct location and size for these windows I would recommend that you find a suitable set of accurate B-32 drawings. These windows will later be glazed with Clearfix, once the model is painted. The AN/APQ-13 radome is missing from this kit, so it will have to be built from scratch and located just aft of the nosewheel well.

Next I turned my attention to the assembly of the turrets. The plastic gun barrels were replaced with photo-etched parts just so they looked better. I should point out that both nose and rear turret in the B-32 were of Sperry 'ball' type but the ones in the kit don't accurately portray this - unfortunately.

Now I moved on to one of the most difficult tasks, the attachment of the wings (complete with engines) and stabilisers to the



fuselage. The most important task with the wings is to ensure that you accurately cut out the holes in the leading edge of the wings to take the nacelles. If you cut them incorrectly you will be forced to use a lot of putty to hide the resulting gaps and do a lot of sanding that will destroy the panel lines. After I set the nacelles in position (regularly checking their alignment from the front and side) I glued the vertical stabilisers in position and turned my attention to the assembly of the wings and horizontal stabilisers to the fuselage. It is best however to join the nose and rear turrets' glazing to the fuselage at this stage. Setting the large wing correctly seems to be the biggest problem of the whole kit's assembly. When this assembly had dried completely a little filler was required to fill the resulting holes at the wing roots. The next day I started my 'favourite'

task of repeatedly sanding and polishing the entire model!

Once the above was completed to my satisfaction I turned my attention to the injection moulded parts. The undercarriage wheels were replaced with the True Detail set for the Boeing B-29 because the Dominator was equipped with the same wheels. Unfortunately the Wright R-3350 engines supplied in the kit are not at all realistic. The rear row of cylinders is missing and the front set seem to be very 'skinny'. I could not find a suitable R-3350 engine set available on the market so I made a difficult decision and set about manufacturing replacement engines from scratch. I also decided to cut open the air scoops in the bottom of each engine nacelle. Each four-blade propeller unit has to be assembled, as the blades themselves are all supplied as separate items in this kit. Make sure

they are aligned properly!

When all of the above was completed the painting process could begin. For a natural metal finish I always use buffable Model Master paints but with the B-32 I decided to try Humbrol Metal Cote. This was applied as the main base coat and then I accentuated some panels with darker shades from the Model Master range. Once these colours were dry I lightly polished them and then sprayed the entire model with Model Master varnish to seal the paint in preparation for the decals. Once the main decals were applied the wing walkways stencils and anti-glare panel forward of the canopy were also applied. Finally, I added the rubber de-icing 'boots' to the fin leading edge by simply painting them in with Matt Black paint. Note that in photos of 'Hobo Queen II' the de-icing boots were not fitted to the wing leading edge nor horizontal stabiliser.

Finishing

Both upper turrets were installed into the fuselage as were the undercarriage legs with wheels and doors, exhausts and antennas. The model could be lightly weathered, but I opted not to do this.

Conclusion

It wasn't an easy building process, but it was worth the effort because there aren't many modellers who can have a B-32 model in their collection. I must admit that having made this kit I am a little concerned for my sanity, but I am already considering another vac-form for my next project!

Libor Malý

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3. Flugzeug magazine, No.4/1993
4. Entuzjasta Lotnictwa magazine, No.1/1995

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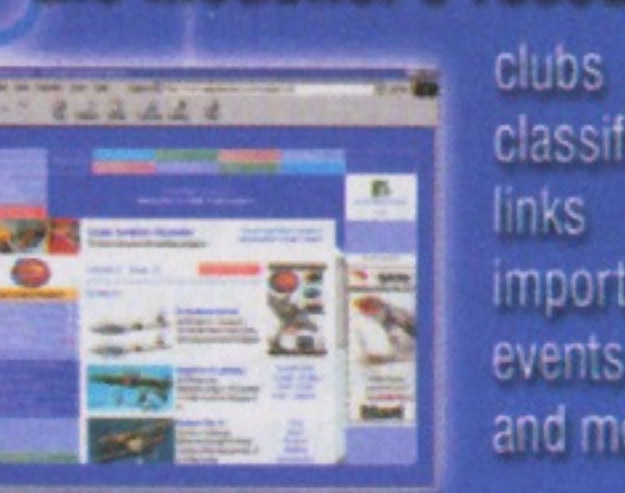
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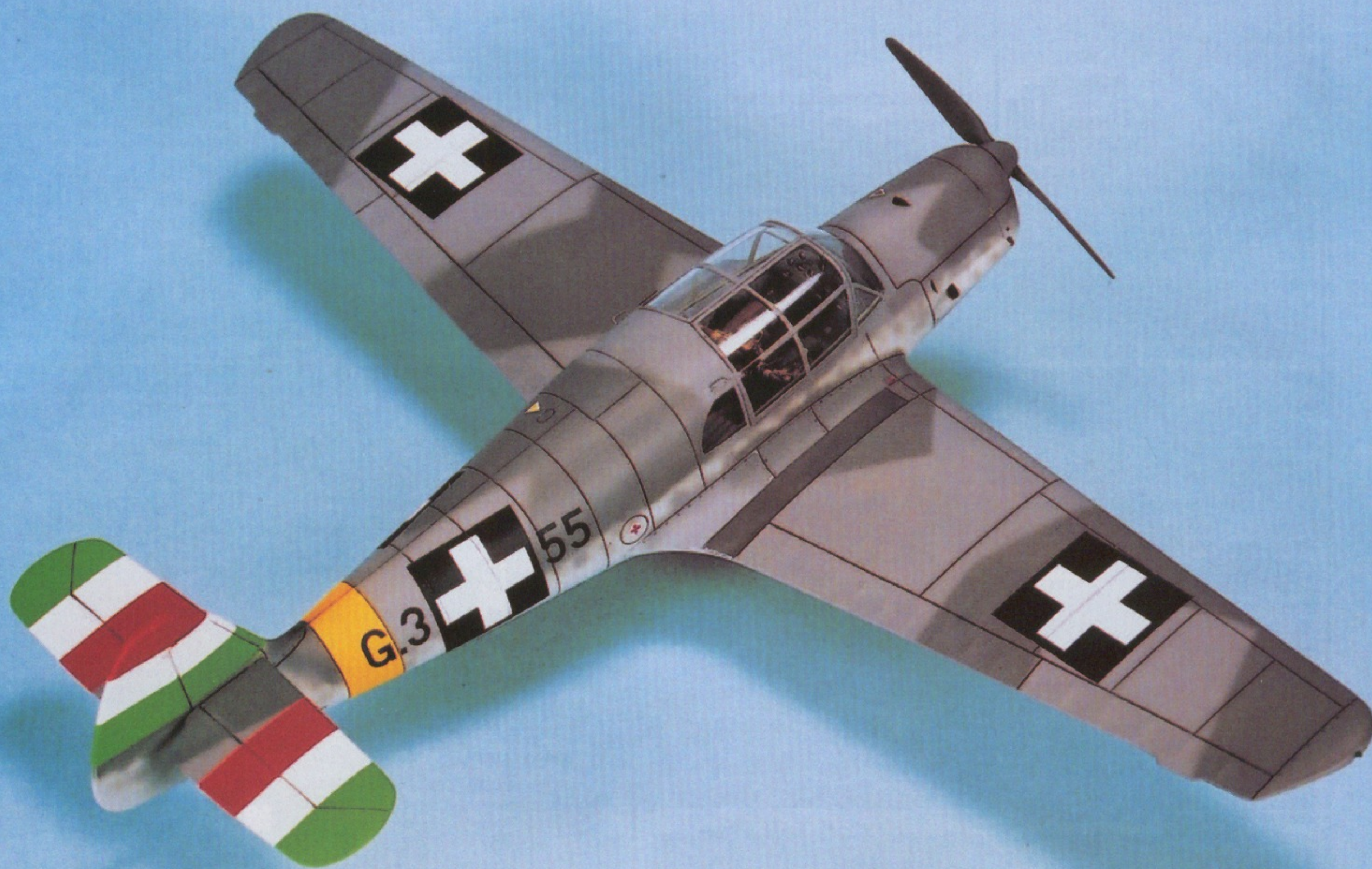
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The Tourist

by Randy Lutz

History

The BWF Company (later Messerschmitt A.G.) designed the Messerschmitt Bf 108 Taifun in 1934. The original design was for a light tourist two-seater, developed for the German team taking part in the 1934 International Air Race Challenge. Even though the Challenge was not a great success for the Bf 108, as the best German pilot Theo Osterkamp only came in fifth, the RLM still ordered thirty-two Bf 108s.

The production of the improved version, the Bf 108B, was set-up in November 1935. The B version was redesigned to be a four-seater with a new Argus As 10C engine. The Bf 108B was a very modern light aircraft with an all-metal airframe, retractable undercarriage, adjustable propeller, and with excellent flight characteristics. The Bf 108 took part

in many air races and record flights and the first foreign pilot who tested the Bf 108 was Charles Lindberg. He said that it was one of the world's best aircraft in its class.

The military version of the Taifun was the Bf 108B-2 and was acquired by the Luftwaffe in 1939. It was widely employed during the war years by all operational Luftwaffe units as a light liaison aircraft. In 1941 the new version, the Bf 108D, replaced the B on the production line. An Argus As 10R engine powered the D version and included the new Argus automatically adjustable propeller and improved fuel assembly. Production was transferred to France in 1942, where 170 Bf 108D were completed before the liberation of France in 1944. French production continued after the war where another 115 aircraft under

the name 'Nord 1000' were manufactured.

In total 626 military Taifuns, versions B-2 and D-1, were produced except at least 180 civilian or export versions Bf 108B-0 and B-1. The Luftwaffe employed most of them, but many other air forces used this fine and popular aircraft. The Hungarian Air Force had eight Taifuns, both the Italians and Rumanians had three, the USSR bought two and Switzerland and Yugoslavia had twelve each. One aircraft was used in Chile, one or two in Japan and one was in Australia. The Bulgarian Air Force had six and at least one was in Spain. One Bf 108B-1, coded XC44, was operated by the US Embassy in Berlin. Two Bf 108B-1s were flown by the German Embassy in London but the RAF confiscated these two aircraft in 1939. After the war, one



Who Went to War

Bf 108B-2 was flown in Czechoslovakia, two in Poland, one in Denmark and one in Sweden. Some 115 Bf 108Ds (Nord 1000) were used by the French Air Force and Navy until the late 1950's. Many of the surviving Taifuns were flown a long time after the war, and some of them are still in airworthy condition today.

The Kit

Eduard, long the industry leader in WWI aircraft models is now firmly established as a major player in the WWII arena. Their latest venture is the Messerschmitt Bf 108 Taifun (See Photo 1), which I believe is the very first time this subject has been offered in 1/48th scale injection-moulded plastic format. You must give top marks to the marketing boys at Eduard, as they offer extremely attractive packaging

and their ProfiPack options provide the modeller with everything required to turn out a top-notch contest winner with no extra expense. Some of the desirable features of the ProfiPack line are the photo-etched detail parts and the numerous decal options offered. In this case, four choices are provided:

- 1. German machine from JG IV
- 2. A cream and grey machine flown by the German Embassy in London
- 3. A Hungarian machine in mid-war colours
- 4. A Bf 108 assigned to a Croatian unit.

Photo 2 illustrates the nicely printed decal sheet, etched fret and printed instrument faces.

This kit is a beauty, as can be attested to in photos 3 and 4 with 89 parts on three sprues of olive-coloured plastic and two more

crystal clear parts. While not mentioned in the instructions, the parts layout hints at future releases of the later D variant which incorporated features such as the external mass-balanced rudder and the Argus automatic adjustable propeller, with the vaned spinner. The kit features a nicely detailed 29-piece engine/firewall assembly which will be quite visible through the large opening in the face of the cowl, so a little extra time spent on the detail painting will pay off big time when the model is finished.

Construction

This starts with what I found to be the most tedious part of the process, namely assembling the numerous photo-etched seat belts. While the process was not enjoyable, the results were very rewarding. In the past, a set of lap belts was composed

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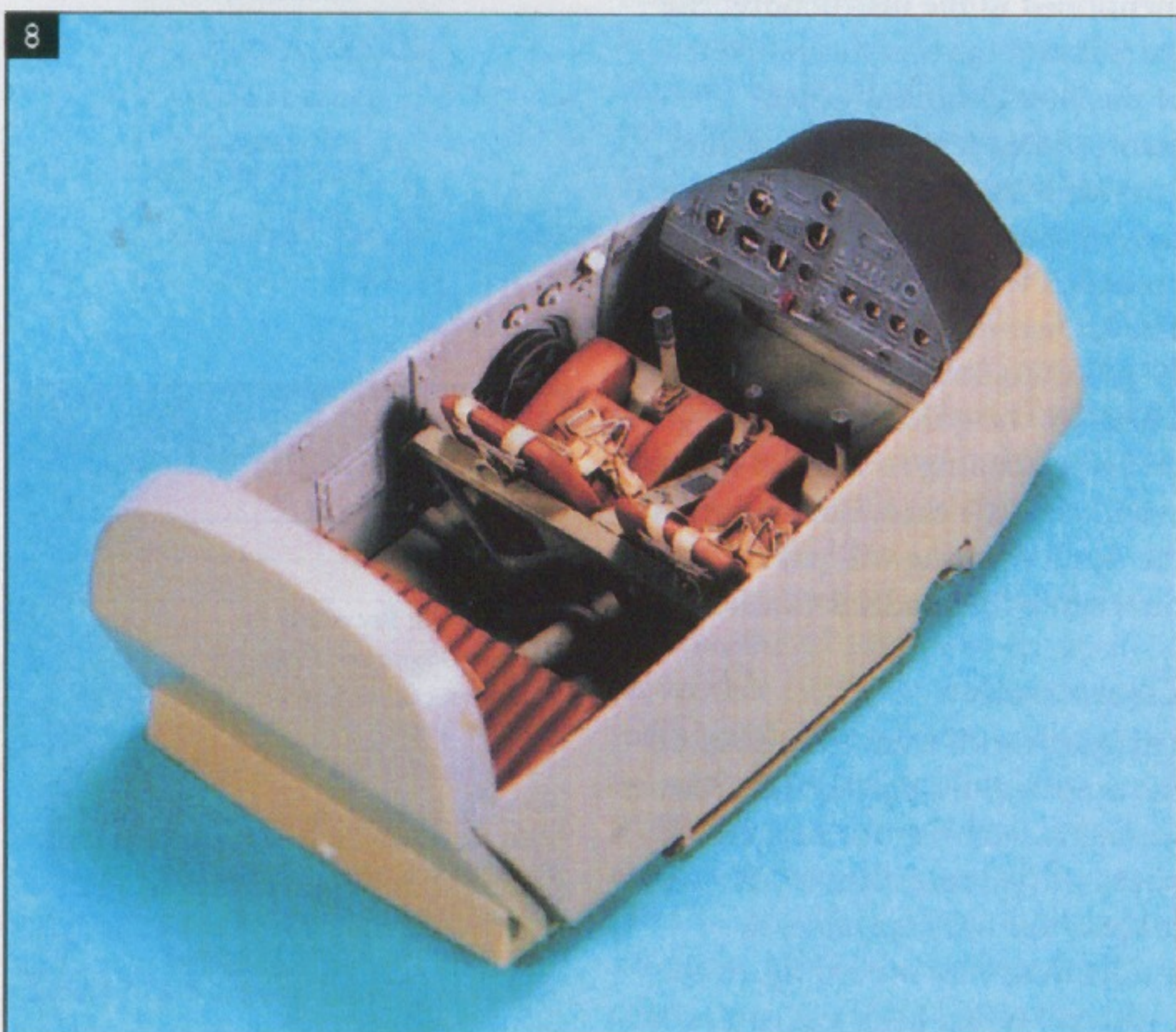
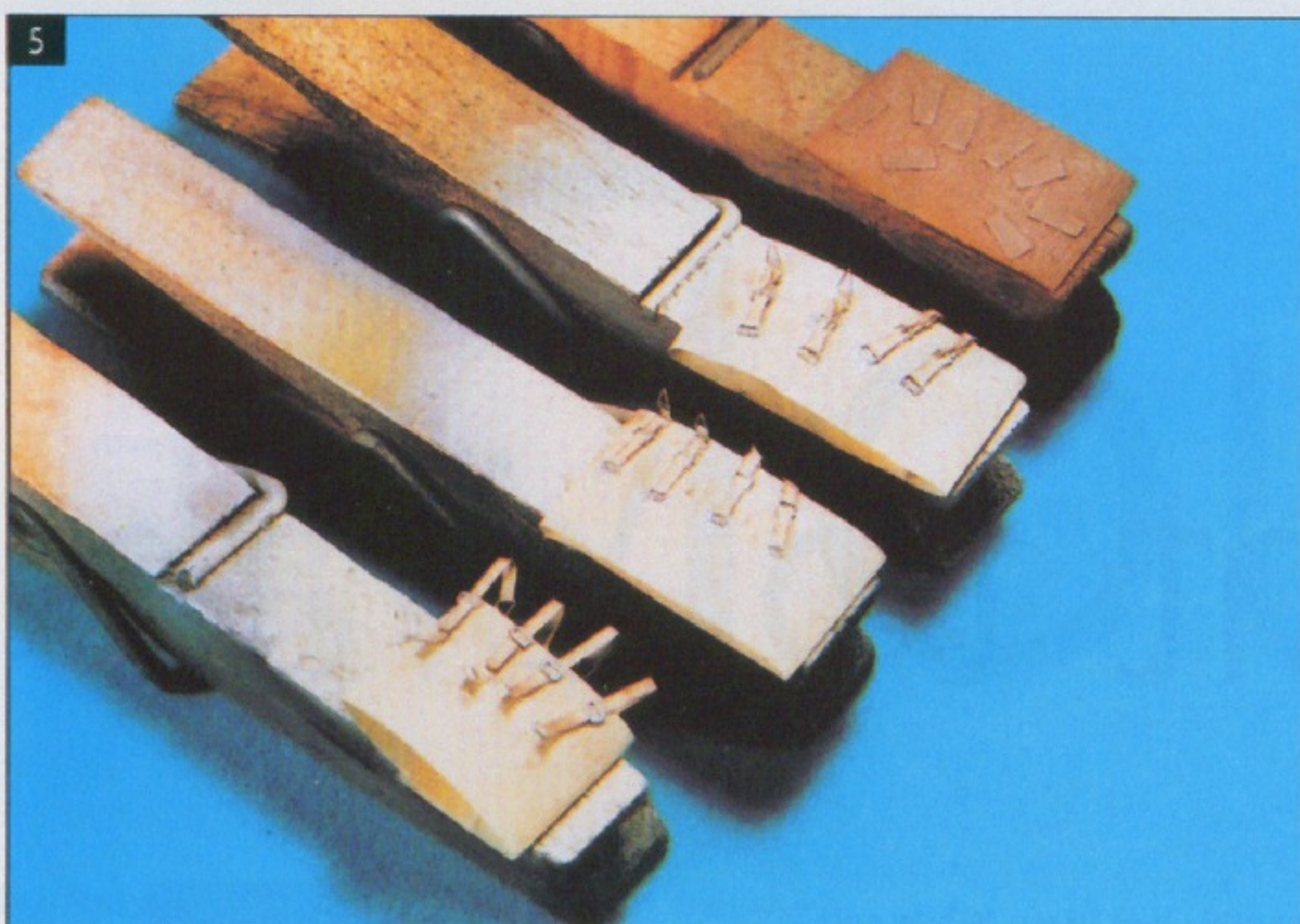
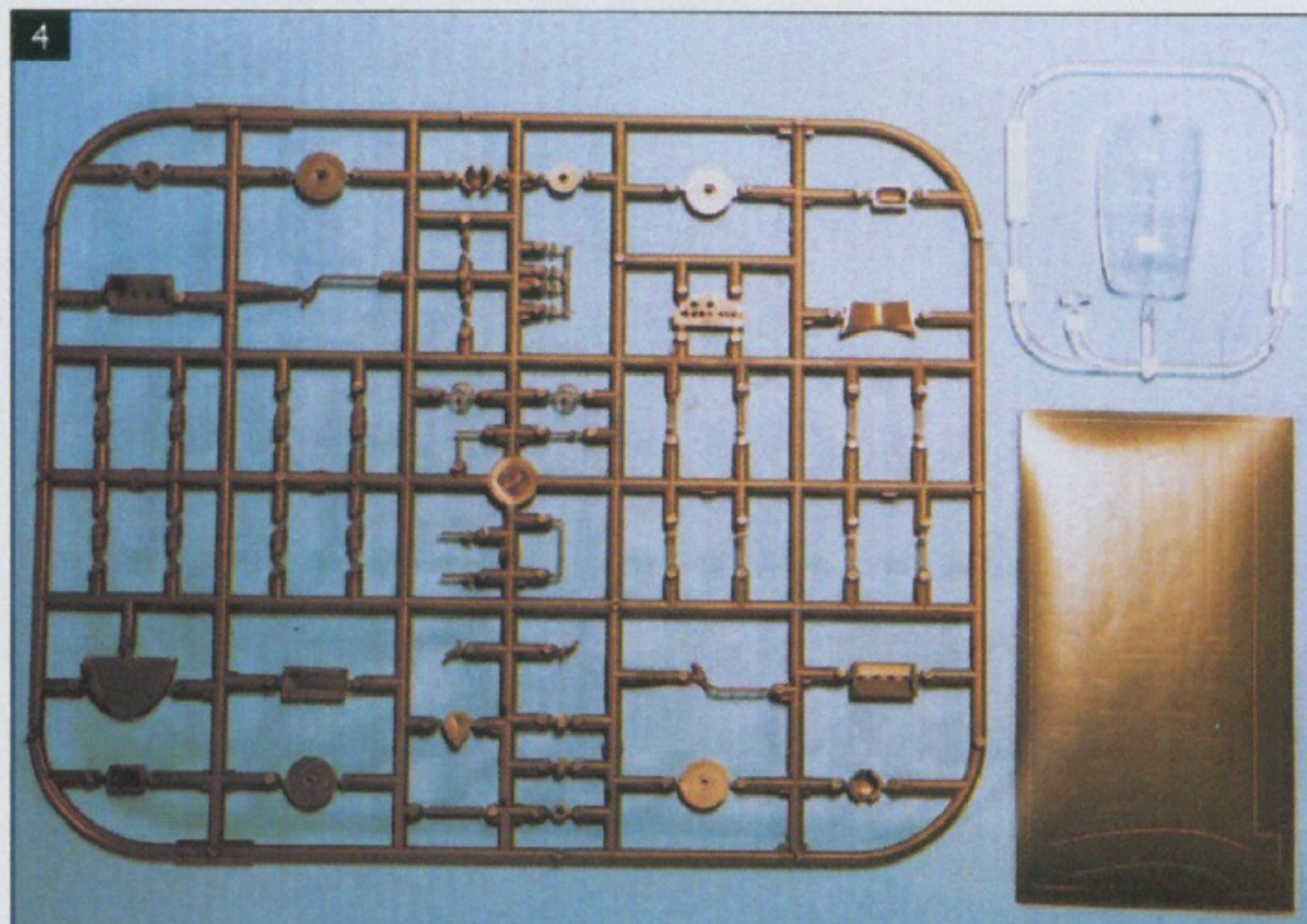
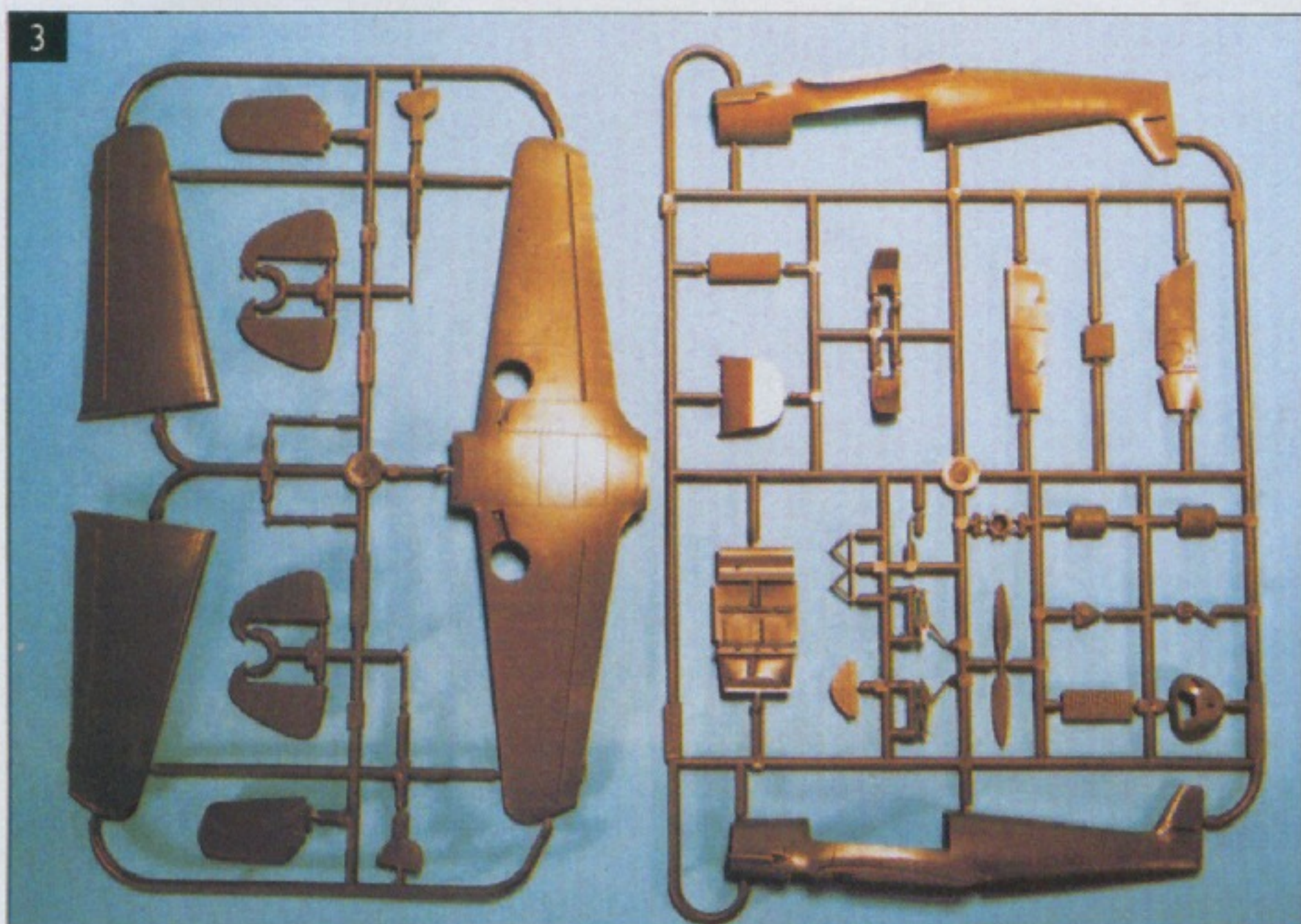
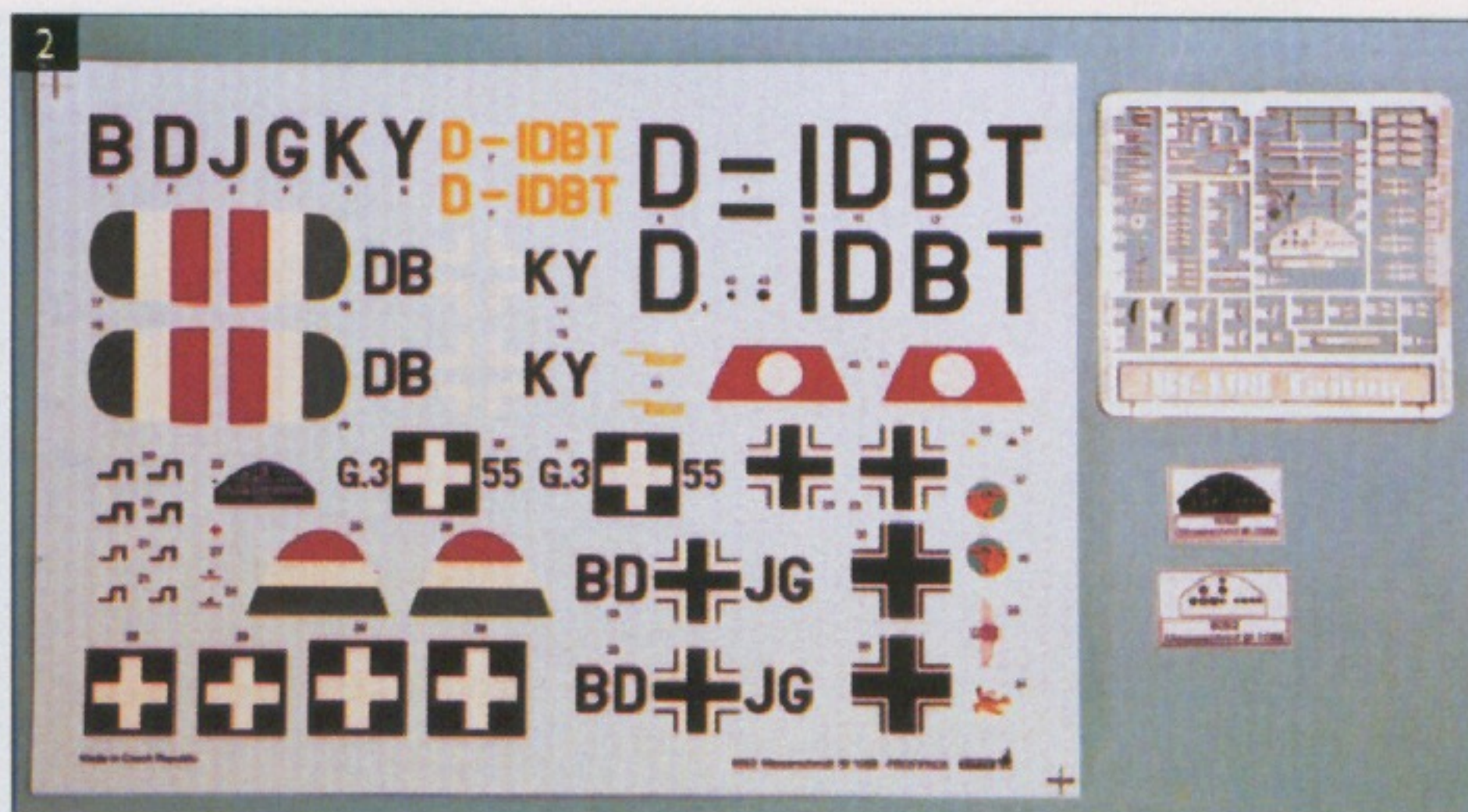
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Messerschmitt Bf 108B Taifun 'ProfiPack'

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Kit No: 8053
Price: £18.60
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
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Decal Options: 4
Manufacturer: Eduard M.A.
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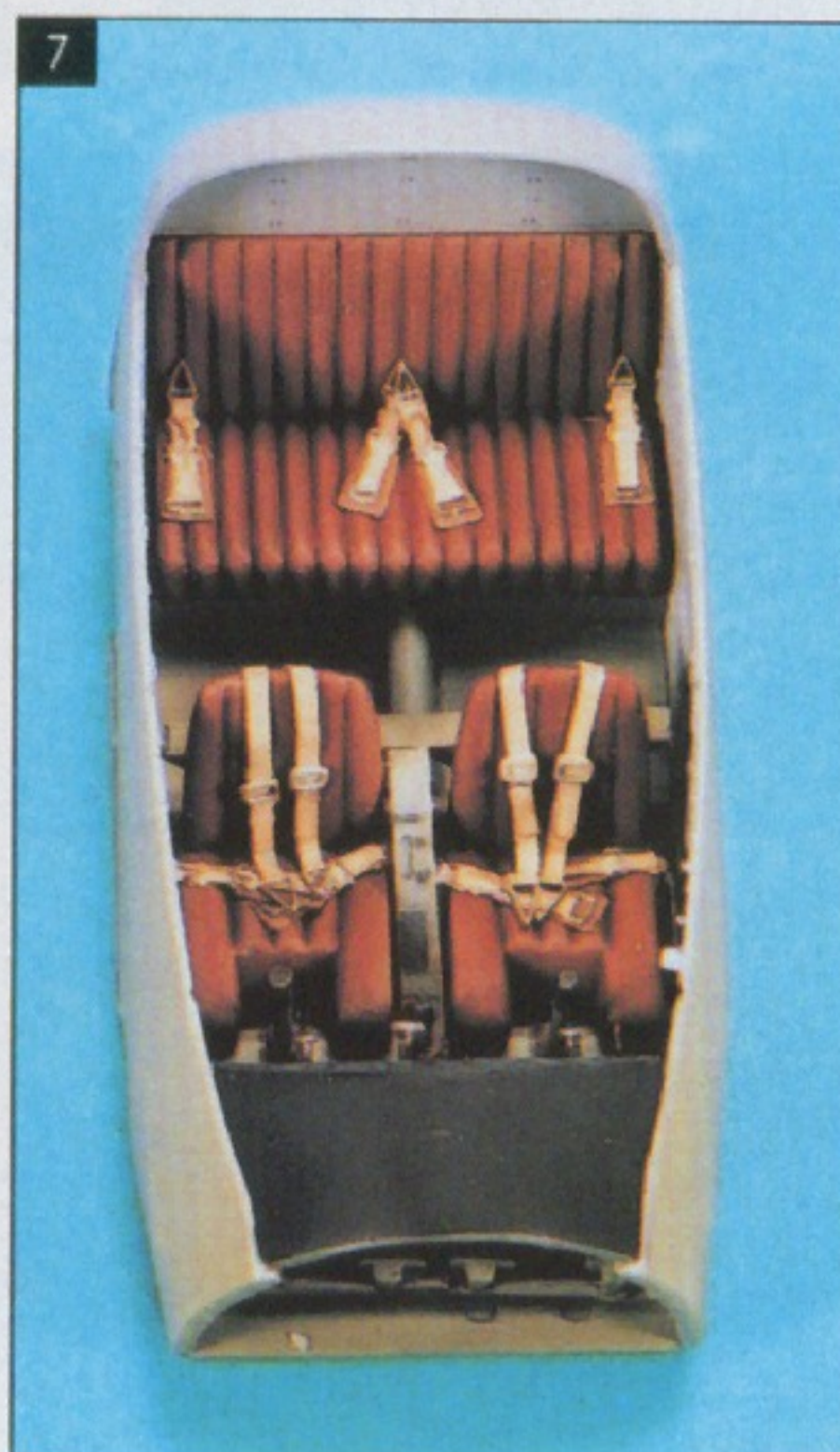




of two, or at best four pieces. With this kit, a set of lap belts consists of seven parts that once assembled and painted offer far more realism due to the greater relief. I am not sure if you have trouble painting etched belts and bending them to the correct shape to match the contours of the seat, but on the chance you do, then perhaps this will help. I first assemble and bend ALL my etched belts before I paint either the belts or the seats. Once the correct shape to the belts has been obtained, I lightly press them down onto some low-tack masking tape which has been fastened to a clothes peg (clothespin to those of us in the 'Colonies'). The low-tack tape has just enough adhesive to hold them while they are airbrushed in a light buff colour. They are then dry-brushed with various shades of brown and the buckles are picked out in Metalizer Steel. They will then stay on the tape until such time as they are needed for installation. Photo 5 illustrates this method. Note how all the belts have retained their shape and are ready to just drop in place.

Once you start to assemble the main components of the cockpit, you pretty much have to decide on the scheme you wish to build. Schemes 1, 3 and 4 all use the full complement of seats and a common centre console, whereas scheme 2 replaces one half of the rear seat with optional fuel drums and uses a different centre console. The Eduard instructions suggest painting the entire cockpit RLM 02 except for the sidewalls which they say should be light grey. I was a little dubious of the light grey colour until I saw photos of a Taifun cockpit in the Monogram Close-up and noticed that the sidewalls do appear to be a much lighter colour than the remainder of the cockpit. So, with

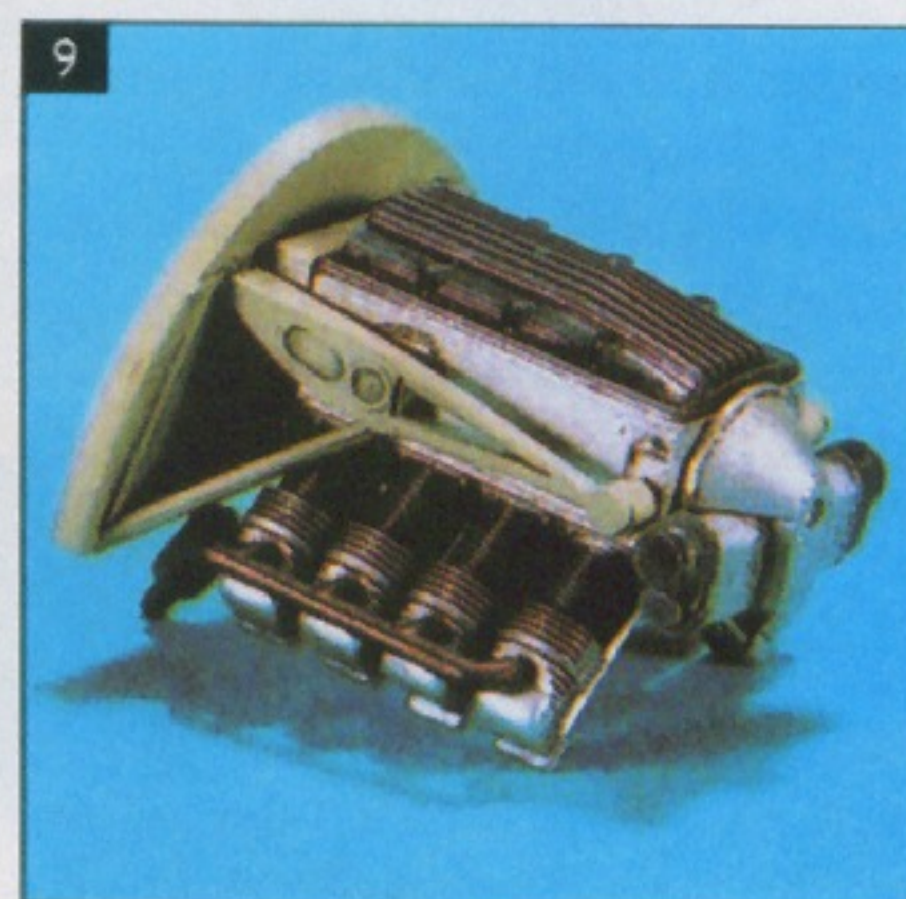
that being said, the majority of the interior was airbrushed with Xtracolor X201, RLM Grau 02, followed by a dark wash mix of RLM 02, Winsor & Newton black oil paint and turpentine. Next straight RLM 02 was dry-brushed over the interior to soften the look of the wash followed by more dry-brushing of progressively lighter shades of RLM 02. I then mixed up a little RLM 02 and dark grey in my airbrush and sprayed a little on the floor areas to show signs of wear and dirt in the carpeted areas. Remember, the Bf 108 had a quite plush interior that looked more like a sports car than a military plane. The sidewalls were airbrushed with Xtracolor X133 Neutral Grey FS 16270, given a dark wash and then finished off with various light grey dry-brushings. The seats were first airbrushed with Testors Leather, given a dark wash mix of Winsor & Newton Burnt Sienna and turpentine, topped off by some dry-brushing of lightened Leather. In



photos 6 and 7 you can see the well appointed interior.

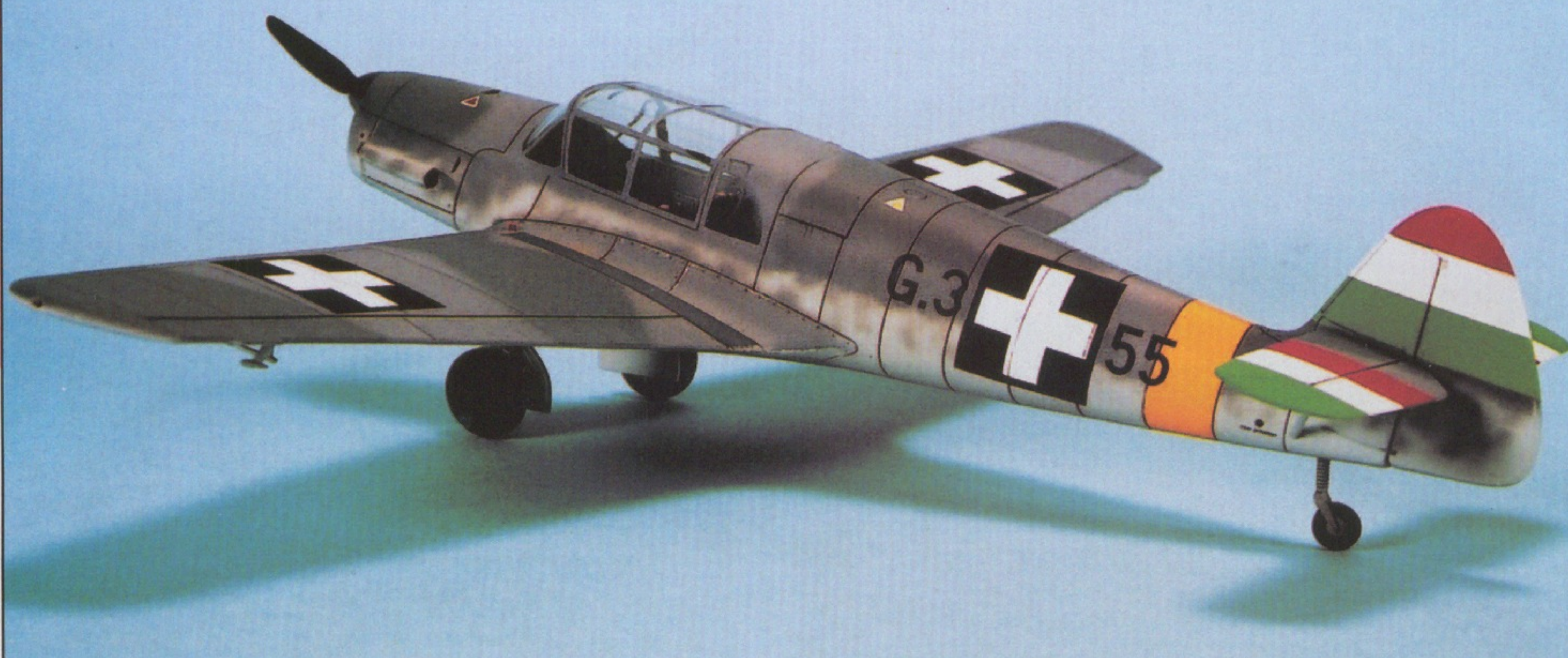
Eduard supplies three instrument panels in the ProfiPack version. One is plastic with holes for the instrument faces, the second is plastic without holes for the instruments and the third, which is the one suggested for use is photo-etched, with instrument holes. The panel must mount to the front of the cockpit coaming and as I was worried about the unsightly joint that would show, I elected to use the first panel to achieve a stronger bond and be able to blend in the panel and coaming with Tamiya putty. After this was done, the coaming was airbrushed with Testors Black Chrome, while the instrument panel was airbrushed with Xtracolor X203 Schwartzgrau RLM 66. Then the dial bezels were detailed with Black Chrome. Note, that contrary to standard German practice, none of the instrument bezels are finished in red or yellow. After a subtle light grey dry-brushing of the panel, the printed instrument dials was fastened to the rear and then each dial face was filled in with Humbrol Clearfix to represent the glass lenses. I then assembled all the various components that make up the cockpit tub and set them aside for installation later. The finished instrument panel in addition to the interior components are shown in photo 8.

To complete the well detailed Argus engine, I first assembled the engine block, rear cover and front engine reduction cover and airbrushed the entire unit with Testors Metalizer Steel, while the finned top cover of the engine was airbrushed gloss black and dry-brushed with a light grey. The lower half of each cylinder was finished gloss black, with the cooling fins



picked out with a grey dry-brushing, while the other half of the cylinder was painted with Metalizer Steel and given an India Ink wash to accentuate the fins. The exhaust manifolds were first airbrushed with Humbrol Matt Bronze, followed by a light misting of Testors Metalizer Burnt Iron. The firewall and engine mounts were finished in RLM 02, given a dark wash, dry-brushed with lightened 02 and finally sprayed with Testors Dullcoat. The completed engine assembly is shown in photo 9. Once installed in the fuselage, the bottom half of the engine is quite visible through the front cowl opening and the finned top cover can be seen by way of the small triangular opening on the top of the cowl. So, all this detail painting is well advised.

It was at this stage I deviated from the kit instructions. There was nothing wrong with Eduard's suggested method, it is just that I had read how two respected modellers had encountered fit problems with the kit and resorted to radical scraping and sanding to get everything to fit. I thought there might be another way to obtain a good fit without all this extra effort. What I did was to glue together parts A1 and B3 which are the left fuselage half and the upper half of the left wing. I repeated the same



process with the right side using parts A2 and B2. This method, which I have used on other models allows me to obtain perfect wing roots joints with no need for any additional body work on the seams. Once the wing tops have cured, I joined both fuselage halves and installed part A19 which is the nose section of the engine cowl. At this stage, I have not installed the engine nor the cockpit assemblies. Next, I fastened the canopy to the fuselage, filled in the seams with cyanoacrylate glue and then sanded and polished the seams to obtain a smooth transition from canopy to fuselage. Photo 10 displays my rather unorthodox approach to assembling this kit. You will find one area of the canopy which appears to suffer from poor fit. Namely, the left rear at the top, as the clear part looks like it is too low for the surrounding area of the fuselage. In reality, it is quite correct as is, as this raised area of the fuselage is actually a door to some form of storage compartment. So, don't sand it flush with the canopy.

I then set the cockpit tub in place in the fuselage, and offered up the bottom half of the wing to dry fit everything. It was at this point I encountered a fit problem, but it was nothing of the magnitude that others have complained about. The interference is confined to two small areas where the undercarriage well is raised on the inside of the lower wing half. A couple of minutes rounding off the inside edges of the wheel well eliminated all fit problems. In photo 11 the two arrows point to the area where I removed a small amount of plastic, which allowed the wing to fit tight with the bottom of the cockpit tub. I had no need to remove any plastic from the cockpit sidewalls as mentioned by others. Knowing that everything would fit, I went ahead

and glued the engine assembly in place, fastened the cockpit tub and then installed the lower wing half. Photos 12 and 13 show the basic airframe fully assembled. Small scraps of strip styrene were needed to fill small gaps at the leading and trailing edges of both wing roots and are identified by black arrows. Nothing major, but worth mentioning is the fact that Eduard has not provided any wing tip navigation lights, but they are easy to replicate. Create a small depression in each wing tip and then drill a .010 size hole. Take two short pieces of .010 plastic rod and round off the ends so they have the shape of a bulb. Paint one piece red and the other green as illustrated in photo 14 and then set-aside for installation later. I use Humbrol Crimson 20 and Xtracolor X320 Air Canada Teal Green, but any red and green that looks good to you will do. Once the model is finished, you simply slide the coloured rod into the holes in the wing tips until just the tip of the rod remains.

The tailplanes and rudder were next to be installed and these items

did not present any fit problems. The Bf 108 utilised support struts under the stabilisers, but a word of caution is in order here. Eduard has incorrectly shown the struts as being installed with the large fairing on the end of the strut fastening to the fuselage. Actually, the struts should be swapped from side to side and the large end of the strut should fasten to the underside of the tailplane. This is clearly documented in photographs found in the Monogram Close-up on the Taifun. As I was finishing my Taifun as the Hungarian machine, I did not actually install the struts until after I painted all the tri-colour bands on the tail surfaces.

Painting

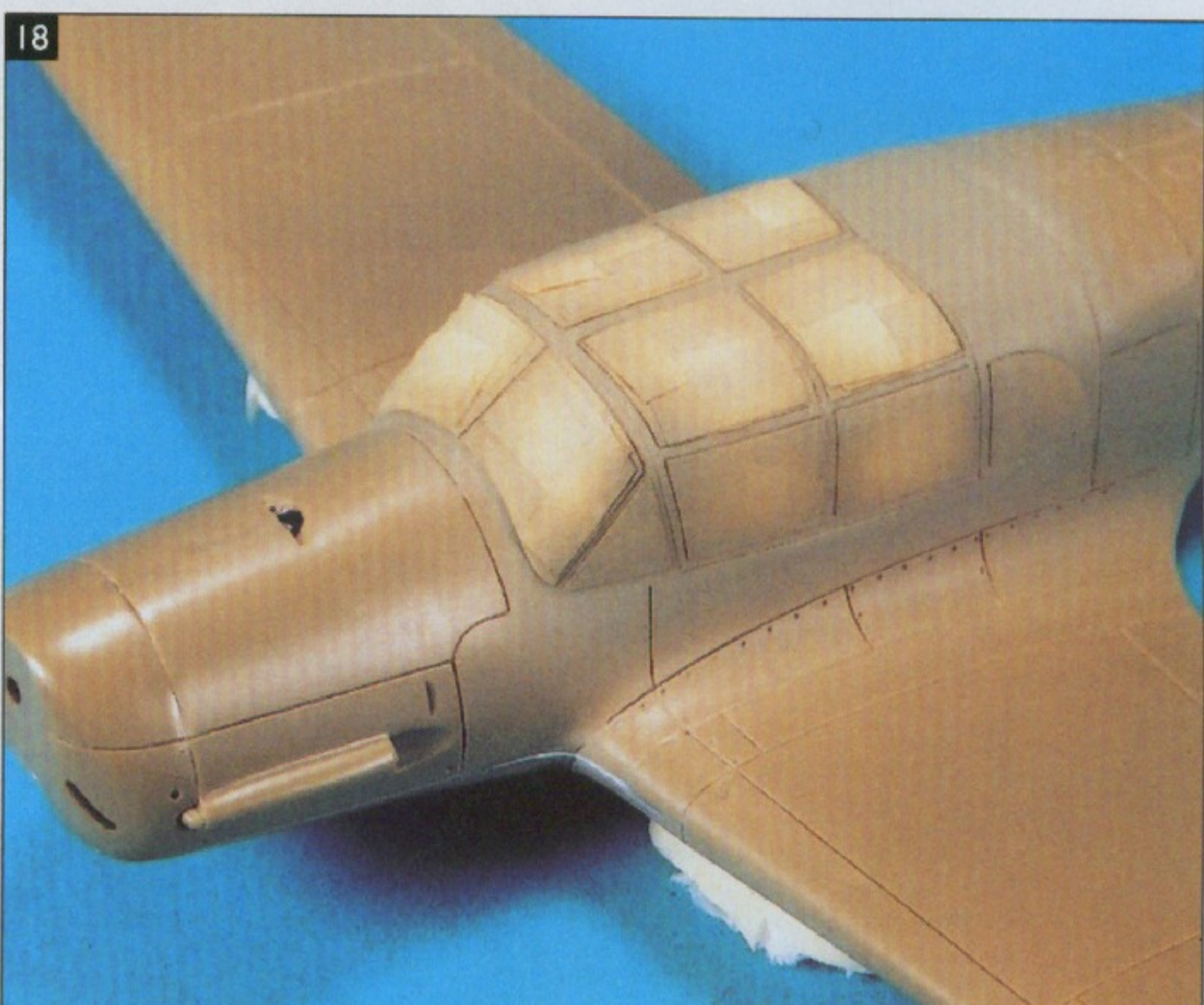
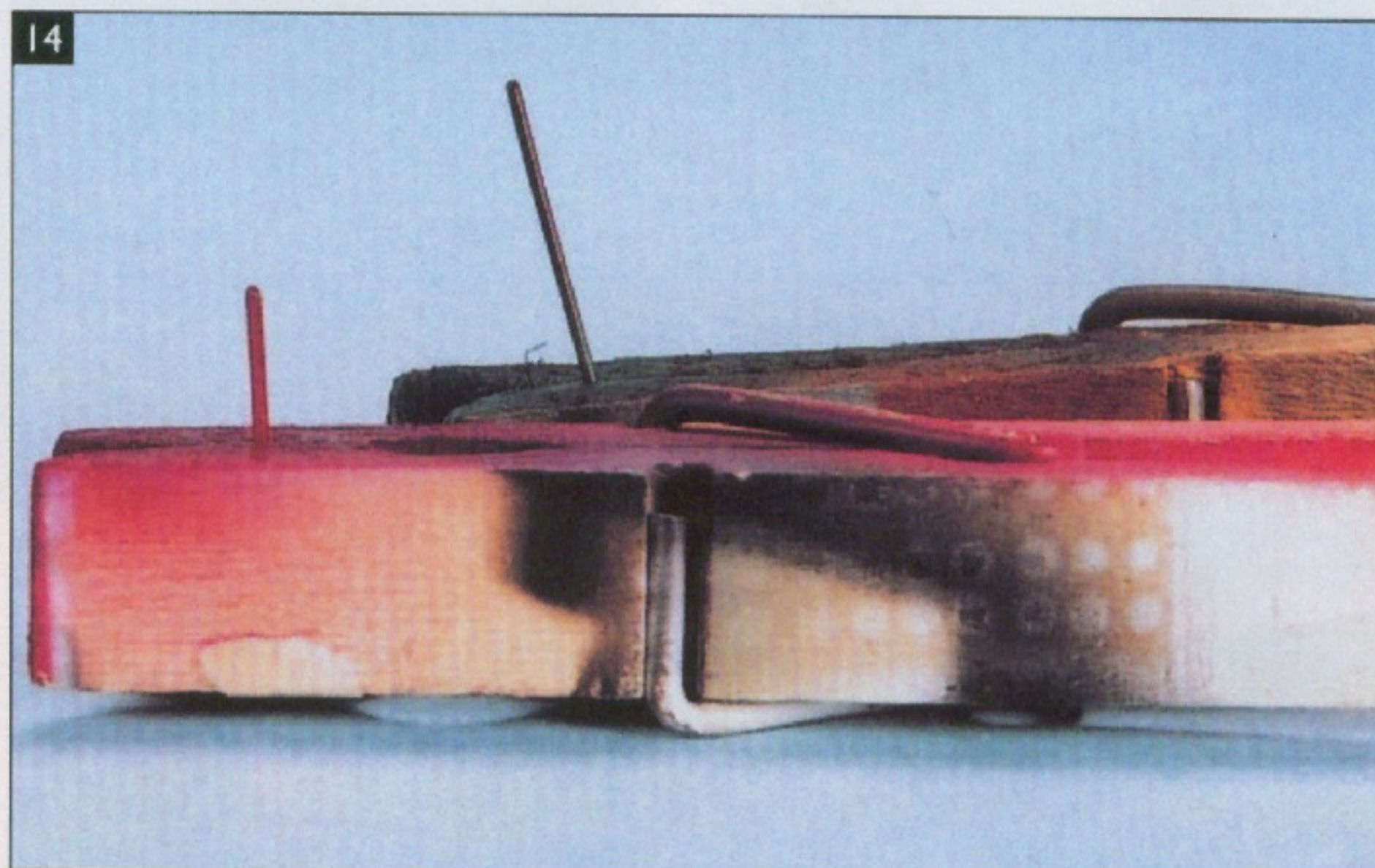
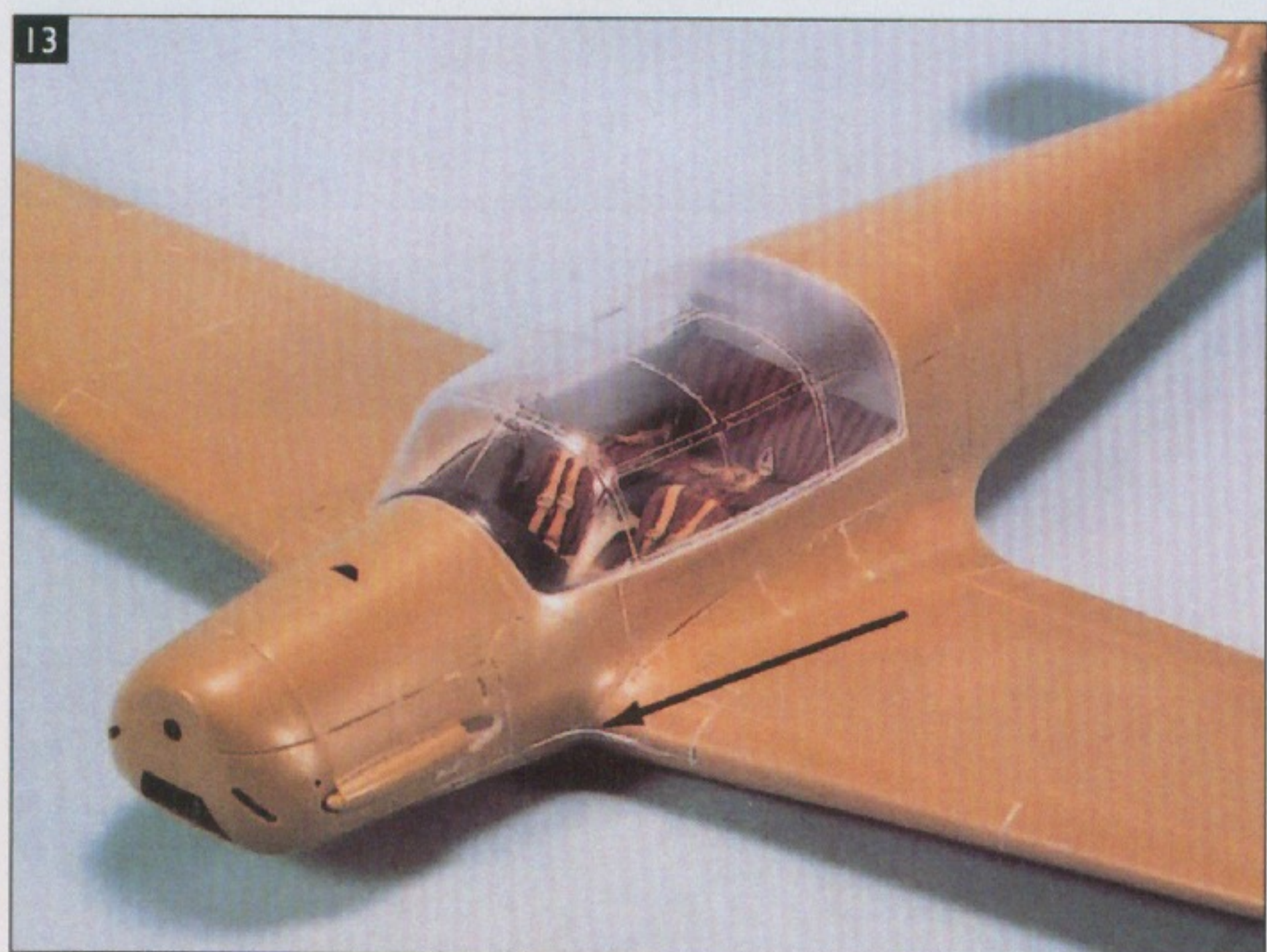
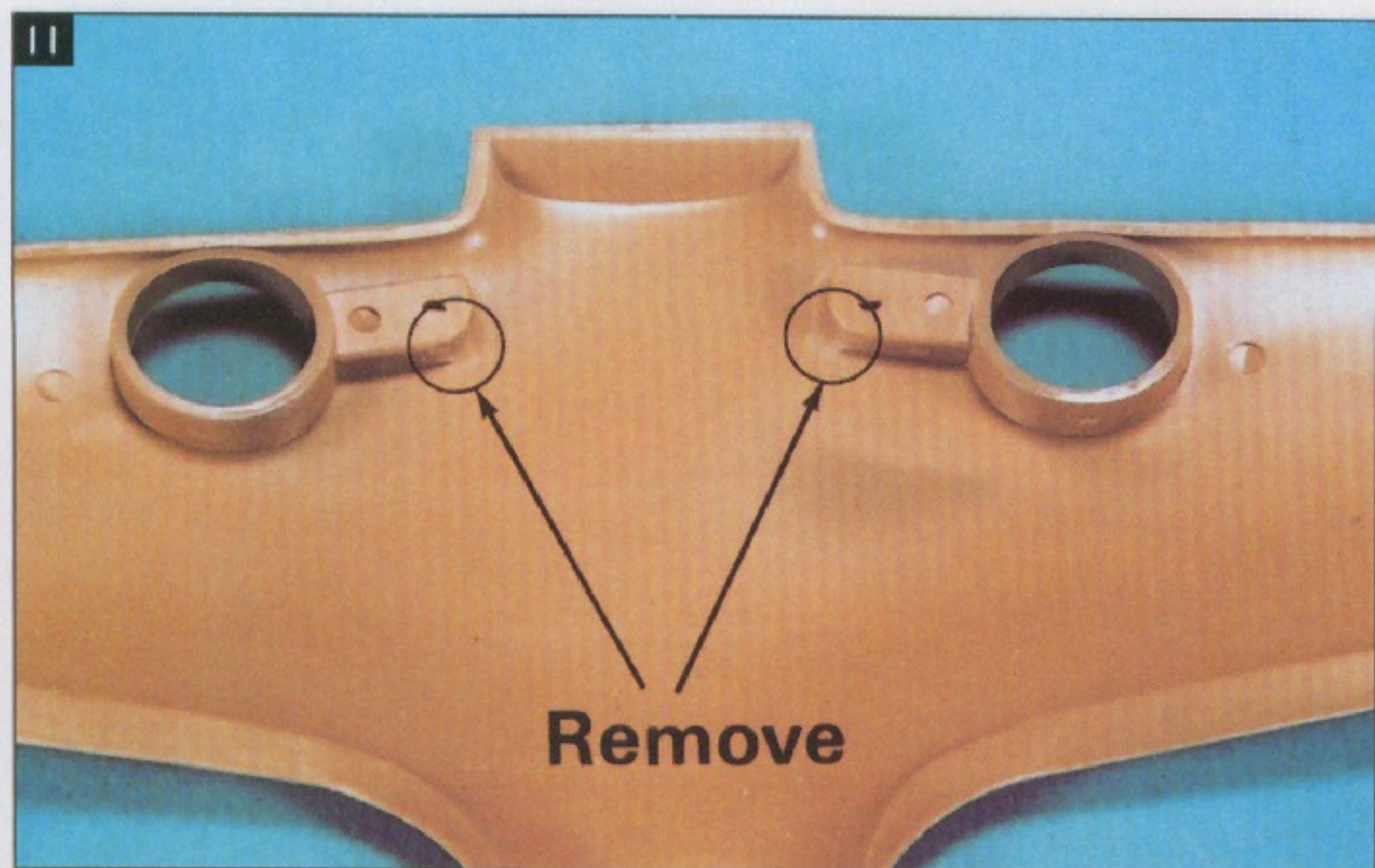
I was now at the painting stage and first up for me were the red, white and green tail bands. While Eduard provides excellent decals for these bands, I prefer the painted-on look. First I airbrushed Model Master Insignia White FS 17875 over the vertical fin and stabilisers and then using the kit decals for size, I masked off the white areas and airbrushed Xtracolor X103 Insignia

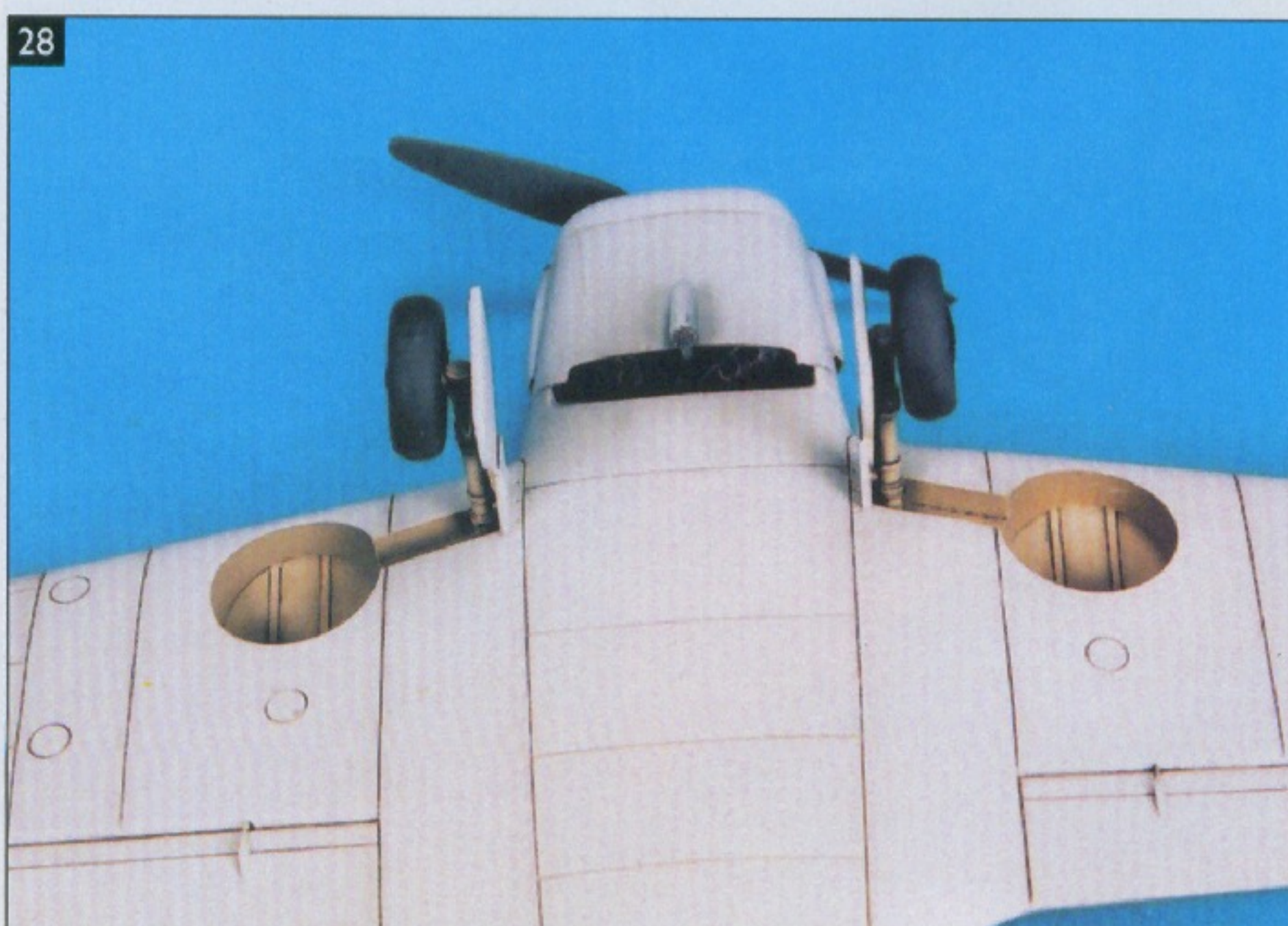
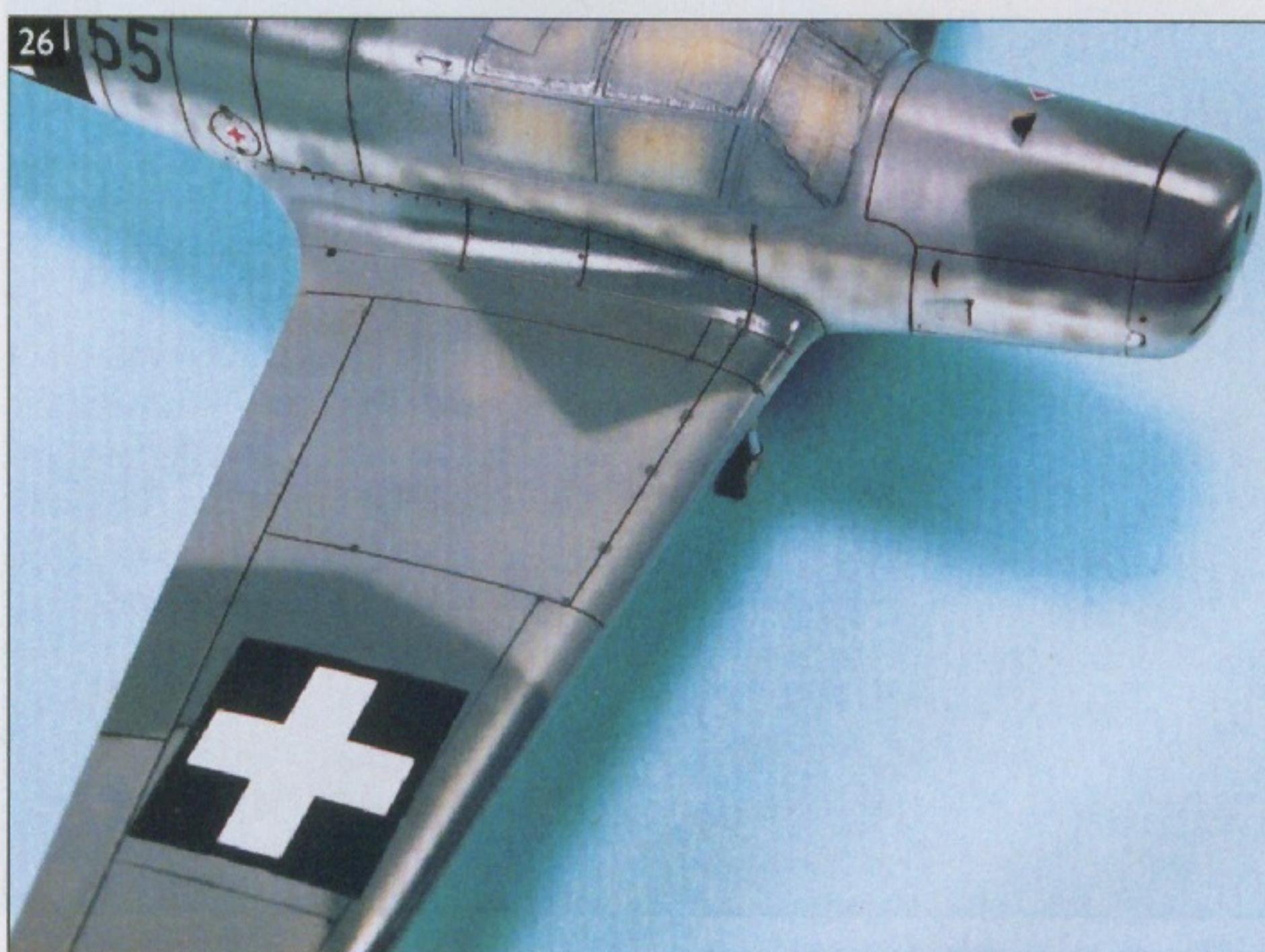
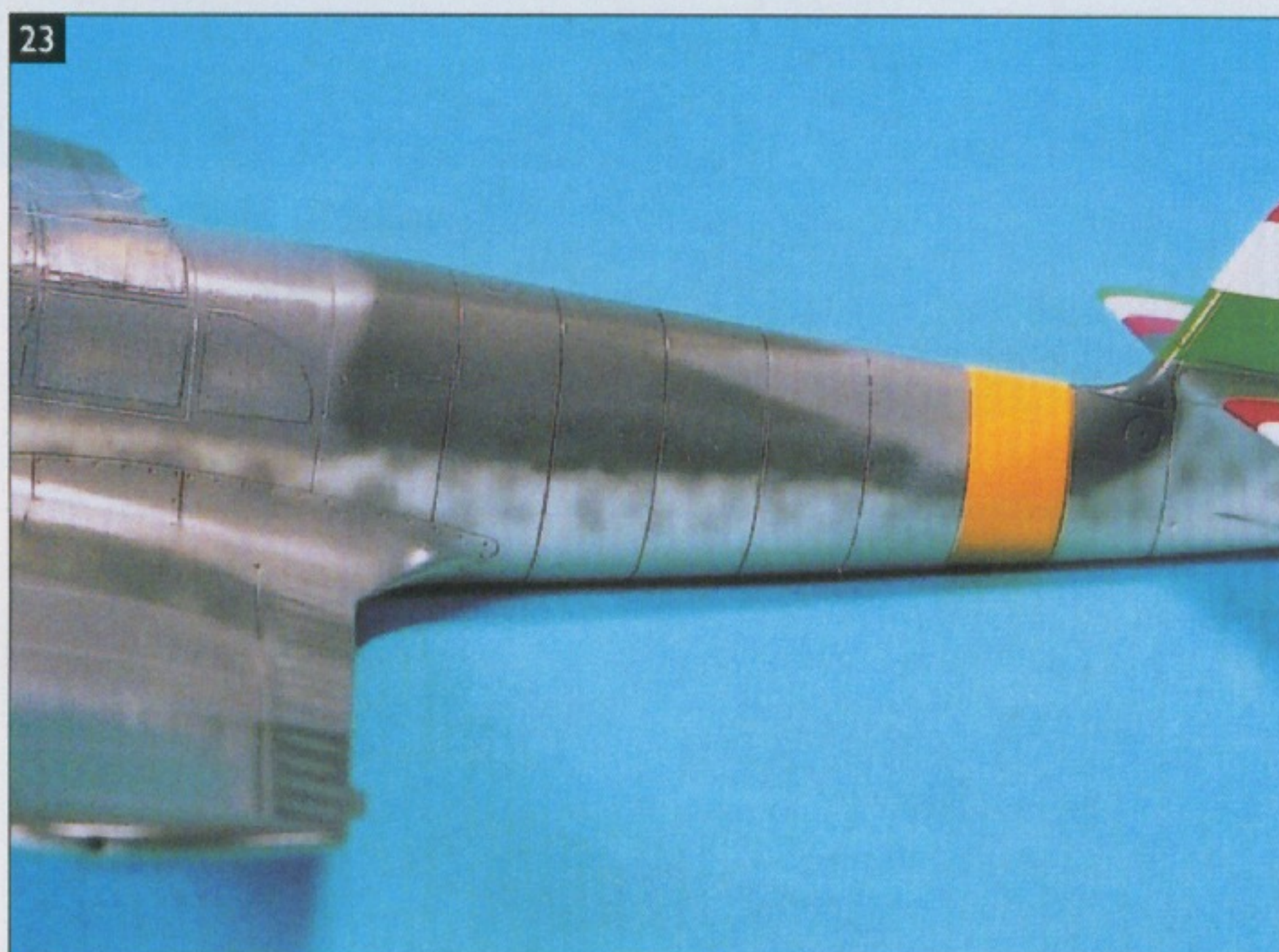
Red FS 11136 and finally a mix of Xtracolor X151 Willow Green ANA 503 and Humbrol Emerald Green 02. Next, all the coloured bands were masked off and I sprayed the yellow fuselage band using Xtracolor X213 Gelb RLM 04. Before I could actually apply the yellow fuselage band, I first had to scribe the panel line which runs longitudinally along the top and bottom of the fuselage. The Bf 108 was constructed in the same manner as the 109, by way of individual pieces of aluminium which met at the top and bottom of the fuselage. To scribe the panel lines I first laid down a piece of Dymo labelling tape to act as a guide and after a couple of light passes with my Olfa P-cutter, the lines were completed.

Photos 15 and 16 show the painting and scribing steps. One of the nice features with Eduard kits is the provision of canopy masks, which if applied to flat surfaces work very well, but have a tendency to lift a little when they attempt to cover compound curved surfaces. Once you get the masks in place, do not wait too long to paint. Otherwise you will end up with paint sneaking under the lifting masks.

As I am rather slow builder, I opted to mask my canopy with a good quality masking tape, as can be seen in photo 17, in lieu of the Eduard masks. So, with all the clear parts covered, I sprayed some RLM 02 over the canopy frames (See Photo 18). It was then time to apply some camouflage colours and it was here that I noticed what may be an error on the part of Eduard. I say may be an error, as I am not 100% certain in what colours this Taifun would have been repainted. Eduard quote the camo colours as RLM 74 Graugrün and RLM 75 Grauviolett over RLM 78 Hellblau. Now, I can agree on the 74/75 as it is definitely a









repaint based on the photograph in the Close-up, but I feel that the underside colour should be RLM 76 Lichtblau. It is my understanding that RLM 78 was a tropical colour and would not likely be found on one of the Taifuns originally delivered to Hungary.

So with that assumption in mind, I first airbrushed the undersides of the model with Xtracolor X208 RLM 76. Once dry, I applied Xtracolor X206 RLM 74 and X207 RLM 75 to the upper surface. Note how the demarcation line between the 74 and 75 is not hard edged, but instead has a slightly feathered edge to the colours, which is in keeping with the mid- to late-war greys. You will notice many modellers use a hard edge demarcation when painting a 74/75 camo pattern, but it is definitely wrong to do so (I would advise against the use of the term 'definitely' with anything Luftwaffe! - Ed).

To achieve the slightly feathered edge to the 74/75 camouflage I used raised-edge masks made from pieces of index card and supported off the surface of the model with little rolled-up tubes of masking tape. Photos 20 and 21 help illustrate the painting steps and the use of the raised-edge masks. The mottling was an area which I was afraid to tackle. I have always been quite confident at painting British or US-style camouflage patterns, but mottled jobs scare the hell out of me.

Fortunately, my modelling colleague Jamie Leggo, who produces some of the finest Luftwaffe camouflage paint jobs I have seen, gave me some tips to follow towards a successful mottling job. Using his technique, I thinned my paint much more than my usual 50/50 ratio. It was actually more like one part paint to eight-ten parts lacquer thinner and then set the compressor to 10psi.

I applied light applications of RLM 75 until I built up the opacity I was looking for, while at the same time keeping the appearance of the mottles very indistinct.

With all the major painting steps completed, I removed the masking from the rear fuselage band and tail surfaces to check to see if any touch-ups were required, which thankfully none were, as can be seen in photos 22 and 23. Next I applied X201 RLM 02 to the landing gear struts, inside surfaces of the gear doors, wheel wells and tailwheel strut. On the subject of the tailwheel strut, I feel it is a tad too long. The length is correct if the model is to be displayed in an in-flight mode, but definitely too long when sitting on its wheels. There is no need to shorten the strut, as all you need do is enlarge the mounting hole slightly and insert the strut a little deeper into the bottom of the fuselage as indicated in photo 24. One of the really nice features of the ProfiPack

version of the Bf 108 are the etched brake lines. These are little gems and really dress up the gear legs once installed. Next, all the parts finished in RLM 02 were given a dark wash and then dry-brushed with lightened 02.

Decals

It was now time for decals, which next to removing masking has to rank as one of the most enjoyable aspects of modelling. I was really looking forward to this step as it would be the first Hungarian model to grace the shelves in my display case. As I had painted the tail stripes, I was left with only nine decals to apply. I don't know who prints Eduard's decals but they are superb, with perfect registration and excellent colour density. Companies like ICM and Airfix would do well to use the same printers as Eduard. The only thing about these particular decals which I did not like, was the way the white crosses of the national insignia

were printed to the same dimensions as the surrounding black fields. This results in decals that have a fine white edge to the national insignias, regardless of how closely you trim the image. One other thing to watch is when placed in water, they release from the backing paper faster than any other decals I have used previously. However, unlike Eduard's earlier decals found in the Tempest kits, these decals do not immediately bond to the surface of the model and can be repositioned easily. Photo 25 displays the model after all the decals had been applied. You will notice that Eduard provides a fuel filler decal for the top of the fuselage behind the canopy, but they did not scribe in the fuel filler hatch, which I therefore had to add prior to painting.

Finishing Up

Once the decals had dried, I mixed up a medium grey wash for the undersides, a dark grey wash for the upper surfaces and a black wash for





the control surfaces and engine cowl panels. Some modellers like to use water-based washes, but for me, oils are the way to go. Using Winsor & Newton Titanium White and Ivory Black, which was mixed with a little Turpentine, the wash was applied to the panel lines with a 000 brush and allowed to flow using capillary action. I do not subscribe to the slop it on and then wipe it off method as do many others. Why increase your work load, when a deft touch will accomplish the same result ('cause some of us don't have a 'deft touch' that's why! - Ed). In photo 26 you can see how little clean-up is required with this approach. I airbrushed the wing walks using Xtracolor X203 RLM 66, while the propeller was finished in X204 RLM 70. Once the wash has dried, subtle paint chipping was represented by way of a mix of Humbrol silver and Winsor & Newton Raw Umber oil paint.

The model was then given a few coats of Testors Dullcoat to obtain the desired sheen. The trick with Dullcoat is to build it up in light coats until you end up with the reflectance you are looking for, as it will allow you finish your model in anything in between semi-gloss to dead flat. In the case of the Bf 108, I was looking for a semi-gloss finish.

Once all the canopy masks were removed, I applied some subtle weathering with the aid of chalk pastels. If you have never tried chalk pastels, you are missing out on an excellent opportunity to add life and realism to your model. They can be used in small amounts to add details such as exhaust staining, dirt and grime on wing walks and gun barrel stains, or you can go all out and fade the paint on large areas by scrubbing them into the surface of the wings and fuselage. These days, most modellers it seems are using the black paint pre-shading to produce

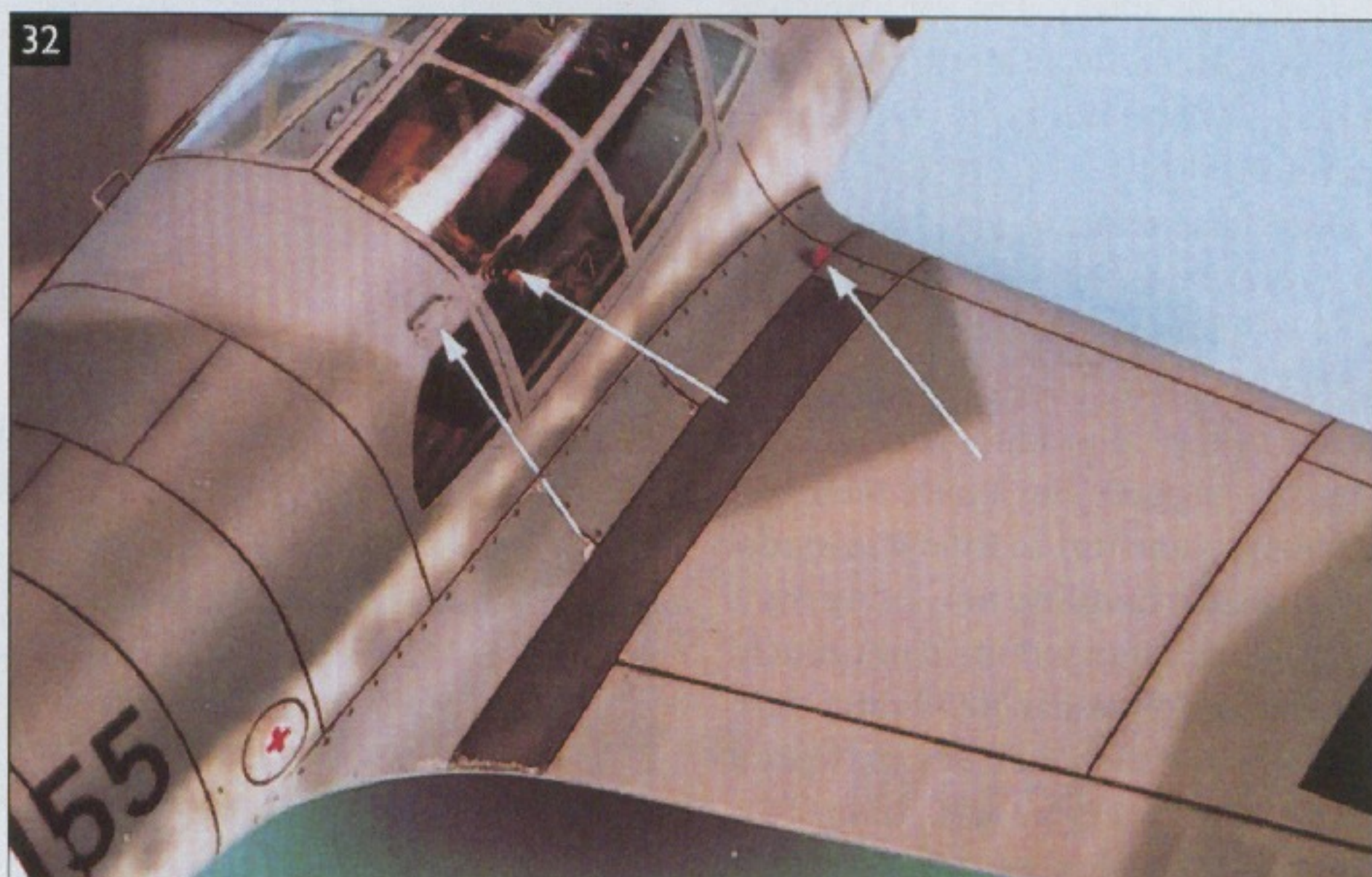
variations in the final paint finish. While it works in some cases, I feel more comfortable with the pastel post-shading. It is more forgiving and easier to apply. The final item to be installed was an MV Products lens, which was applied to the front of the kit landing light after it had been hollowed out and can be seen in photo 27. Photos 28 and 29 support my earlier comment that a little extra time spent painting the engine would pay off. The remaining photos are overall views of the completed model.

Conclusion

To sum up my impression of the model, I would have to say the kit was an absolute joy to build. While the Taifun has never been one of my favourite subjects, I am glad I have one in my display case. I really like how Eduard has provided the modeller with some interesting marking choices and the necessary detail parts and accessories to negate the need for any aftermarket items. Kudos to Eduard for bringing us long overdue subjects such as the Yak-3 and now the Bf 108. Is it worth the extra money to buy the ProfiPack version over the basic kit? I would have to say yes. There are a multitude of small details on the Bf 108 which are addressed with the photo-etch parts. They include, but are not limited to the rudder linkage, aileron and landing flap linkages, cockpit door handles and hand holds, landing gear position indicators and the aforementioned seat belts and brake lines. Some of these items are identified with arrows in the photos numbered 30 to 32.

Thanks to Eduard for providing the kit for review and allowing me to use their historical narrative from the instructions.

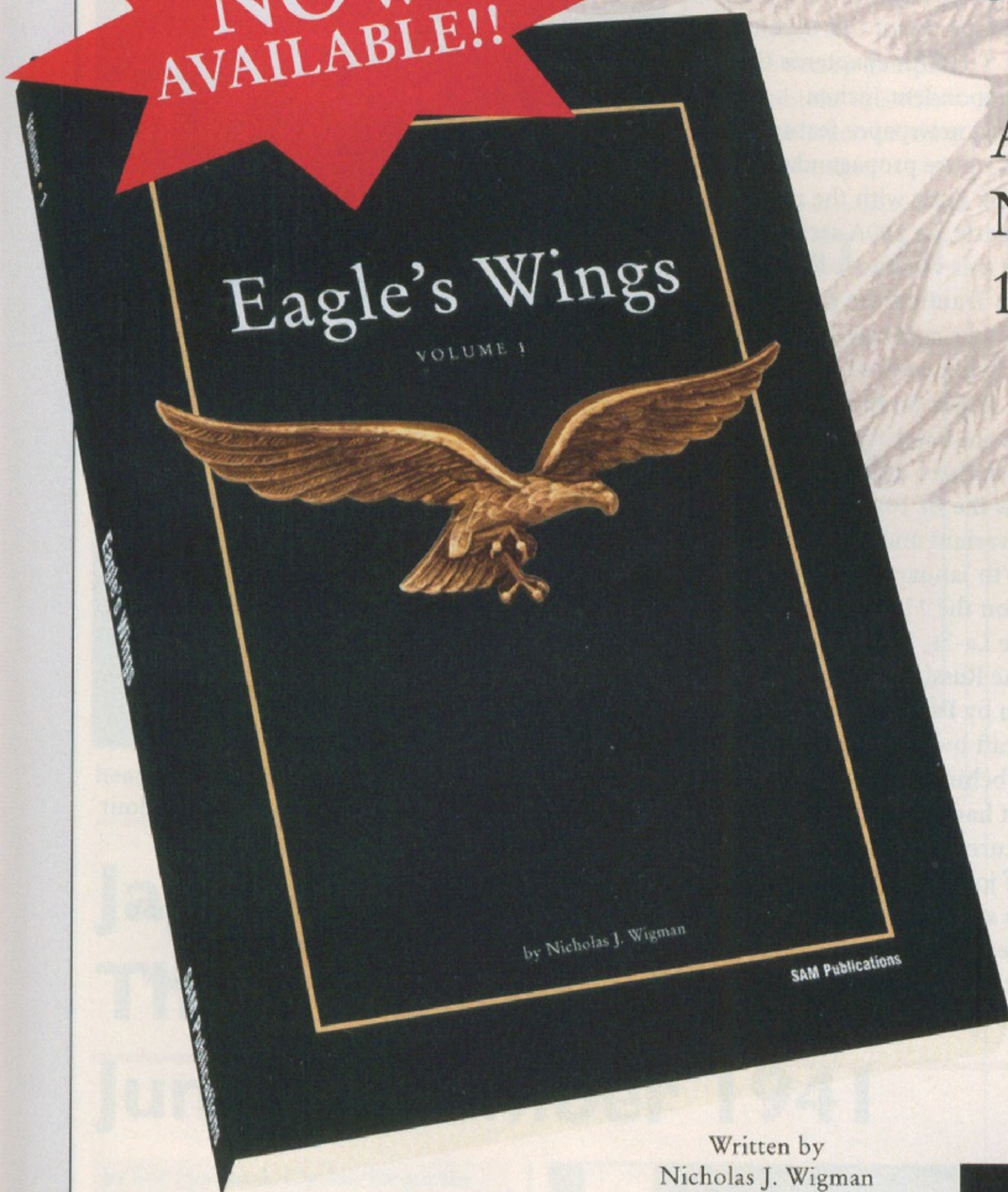
Randy Lutz



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SAMVIA-04-03

book of the month

Major Hans 'Assi' Hahn

by Jerry Crandall

Price: £TBA

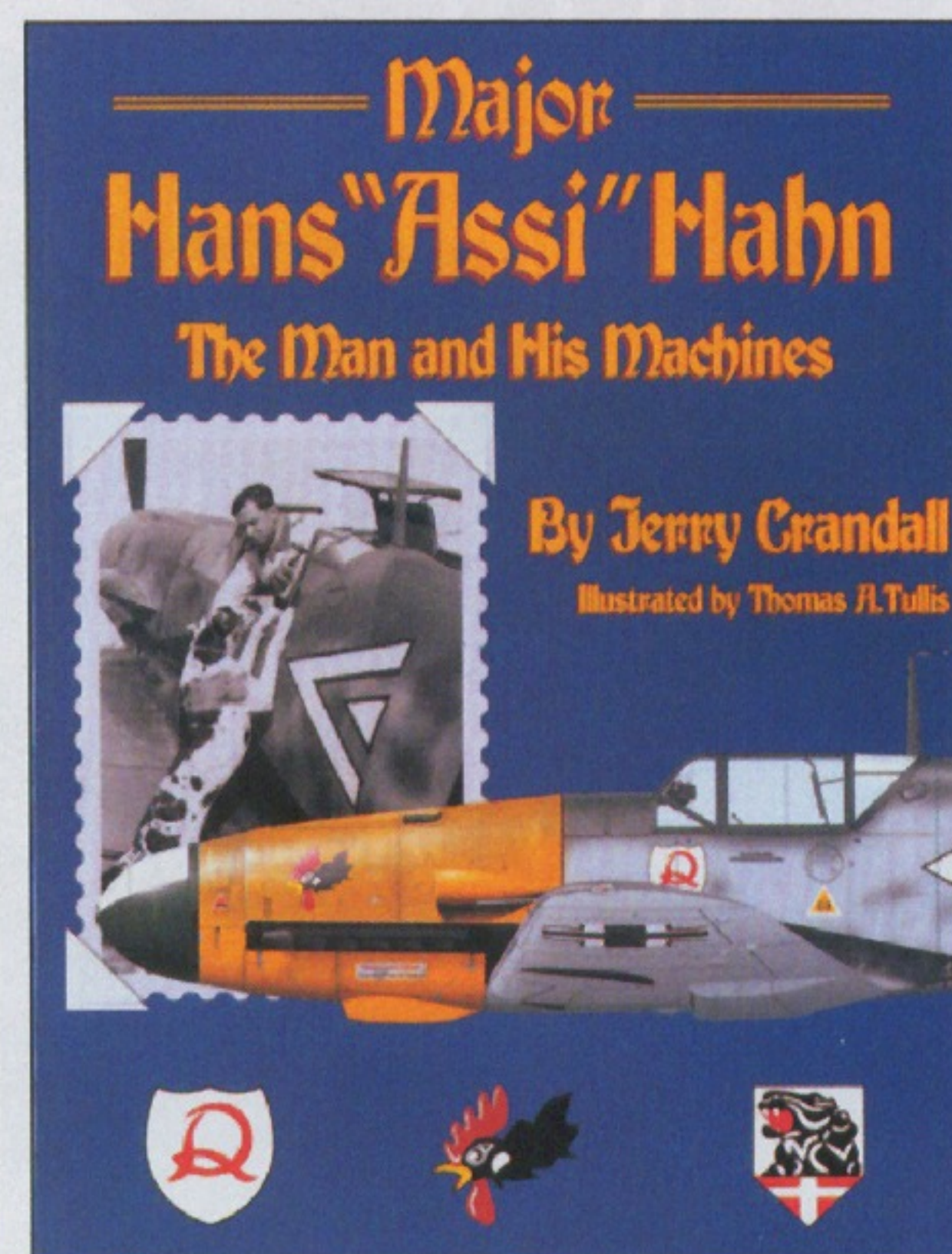
ISBN: 0-9721060-0-6

Publisher: Eagle Editions Ltd

Format: 220mmx285mm, 166 page, hardback

This new title from Eagle Editions is sub-titled 'The man and his machines' and that is exactly what this title is all about. Hans 'Assi' Hahn is a well known ace, who was awarded the Knight's Cross with Oak Leaves, captured in 1943 and not released from a Russian POW camp until 1950! This title charts his career within the Luftwaffe and takes a detailed look at the aircraft that he flew from the start of WWII until his capture in 1943. The title also includes information on friends and fellow pilots, with profiles of their aircraft. The text charts his early days, flight training and allocation to his first unit, 4./JG134. He soon climbed the promotion ladder, being made an Oberleutnant in February 1939 and moving on to Stab I./JG 3. By October 1939 he was a Staffelfkapitan of 4./JG 2 and was awarded the Knight's Cross on the 24th September 1940. There is also great play of the single crash Hahn had, when he crash landed in a bog north of Carentan on the 18th October 1940; this is known as the Bog Ghost incident and was later commemorated with a specially commissioned tile table! By early 1941 Hahn moved from the Bf

109E to the Bf 109F and his use of this type is charted in chapter four. The fifth chapter is the manuscript of war correspondent Jochen Scheurmann, who wrote a newspaper feature on the Gruppe in late 1941 - pure propaganda, but good reading! Chapter six deals with the move from the Bf 109 to the early Fw 190A series by Hahn in early 1942, but this was short-lived, as in November 1942 Hannes Trautloft the commander of JG 54 asked Hahn to take command of II./JG54 at Rjelbitzy airfield, south of Leningrad. Hahn was promoted to Major on the 1st January 1943, having shot down no fewer than seven Lavochkin La-5s, three in three minutes! While with the unit Hahn flew the Bf 109 again, although now the G-2 variant and he achieved his 100th victory on the 27th January 1943. The end was near however and on the 21st February 1943, after combat with more La-5s, Hahn crash-landed and was captured by the Russians. The Russians claimed him shot down by Pavel Grazhdaninov, but in fact Hahn's aircraft overheated and he made a forced landing behind enemy lines. Hahn was to remain in Soviet hands until 1950, when he was released and returned to Germany. He worked in a number of jobs, and remarried in 1971, however even his strength could not resist one foe that would defeat him, cancer, and he died of the disease on the 18th December 1982, aged 68. The remainder of this title is packed



with personal photographs and mono and colour side profiles of each aircraft he flew.

This is a stunning title, a 'must' for any Luftwaffe fan and one that will, I am sure, soon become a classic reference source.

Our thanks to Eagle Editions for the review sample.

bookshelf

Camouflage & Markings of the Regia Aeronautica

Fighters & Ground Attack Units, 1940-1943 Part I

by P. Waldis & M De Bortoli

Price: £TBA (€23.00)

ISBN: 0-9721060-0-6

Publisher: La Bancarella Aeronautica

Format: 210mmx297mm, 80 page, laminated card cover

This is the first in a new series of bi-lingual titles from La Bancarella Aeronautica and each will deal with the whole subject of Regia Aeronautica camouflage and markings in WWII. This first part deals with fighter and ground attack aircraft and specifically looks at the entry into the war by Italy and the use of the three-tone camouflage pattern. The text is

offered in both English and Italian throughout and this includes the photo and colour profile captions. The title is broken down into seven chapters; the first deals with the war with France during June 1940, then moves to operations over the Channel in September to December 1940. Chapter three covers operations over Malta and the mediterranean, chapter four the attack on Greece (October 1940 to April 1941), chapter five the desert war from June 1940 to September 1941 and finally chapter six which looks at operations in East Africa from June 1940 to November 1941. The seventh chapter is a detailed

look at the specific colours used by the Regia Aeronautica. This title is well illustrated throughout with period black and white photographs, coupled with new colour side profiles and diagrams.

A superb title that bodes well for the series as a whole. The level of information coupled with clear diagrams and English text make it a 'must' for all Italian AF fans.

Our thanks to La Bancarella Aeronautica for the review sample. UK modellers can obtain this title from The Aviation Bookshop, The Aviation Hobbyshop, Ian Allen Bookshops and Midland Counties Publications amongst others.



Nieuport 29

by Gregory Alegi

Price: £9.75

ISBN: 1-902207-52-1

Publisher: Albatros Productions

Format: 210mmx297mm, 32 page, laminated card cover



This is the latest addition to the Windsock Datafile series and is number 97 in the series. It deals with the Nieuport 29 and its use by the Belgian, Italian and Swedish air forces, as well as its use at home in France. As with all titles in this series the narrative deals with the technical and service history of the chosen subject, including scale plans and detailed photographic coverage. The narrative text is concise and well written with sub-headings covering each country's

use of the type. As always the title is rounded off with a look at the camouflage and markings applied, as well as technical specifications and detailed photographic coverage of construction and equipment.

This is an excellent title and very much a 'must' for all fans of the type.

Our thanks to Albatros Productions for the review samples. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

NIEUPORT 29

By Gregory Alegi



WINDSOCK DATAFILE 97

Jagdwaaffe - Barbarossa The Invasion of Russia June-December 1941

by Eric Mombeek, Christer Bergström and Martin Pegg

Price: £14.95

ISBN: 1-903223-07-5

Publisher: Classic Publications

Format: 226mmx303mm, 96 page, laminated card cover

This is the first part of the third volume in the Luftwaffe Colours series. It deals with the Operation Barbarossa, the invasion of Russia and covers the period June to December 1941. If you have any other titles in this series you will be familiar with the format, but basically you get a detailed narrative coupled with lots of period B&W photographs. This is further enhanced by the addition of large colour profiles of some of the aircraft



involved. The narrative deals with each stage of the invasion and this



ties in with the accompanying photographs. These include both images of the pilots and their machines, and as already stated, some of these machines are also featured as colour side profiles.

If you have any of the others in this series you will certainly not want to miss this one. Highly recommended to all Luftwaffe fans.

Our thanks to Classic Publications for the review sample. This range is exclusively distributed by Midland Counties Publications.



Don't forget that the latest edition of Windsock International (Vol. 19 No. 1) is also now available from Albatros Productions. It retails for £6.40 in the UK, so for more details contact Albatros directly.



Hurricane in Foreign Service

by M. Wrzynski

Price: £TBA

ISBN: 83-914521-0-7

Publisher: AJaKS - Książki Militarne

Format: 210mmx297mm, 74 page, laminated card cover

This is a title that I admit I bought when I first saw it, so it is nice to get to review a copy now and bring it to others' attention. As the title states, this book deals with the use of the Hurricane outside of the RAF. Coverage includes Belgian, Finnish, Yugoslavian and Rumanian use, as well as examples captured by the Luftwaffe and Regia Aeronautica. The biggest element though is the coverage of the use of the type by the VVS (Soviet Air Force), but each chapter is full of very welcome images and information on the use of the Hurricane outside of the UK. Text throughout is Czech, however from pages 59 through to 64 there is an English summary, so that is great to see. The final ten pages of this title are made up of colour side profiles of various machines featured

books in brief

HT Model Special

Two new 'specials' have been recently produced by this Slovakian modelling magazine. The first deals with the Messerschmitt Bf 109F, G-2 and G-2 in Slovakian service from 1942 to 1943. This is a 34 page title, in an A4 format with a card cover. None of the narrative text is in English but what the title does offer is a wealth of detailed photographic coverage. This takes the form of walkaround-style photo coverage of a number of preserved examples of the Bf 109, including the F-4 in South Africa and the G-2 and G-4 in Europe. There is also great use of diagrams from the official flight manual, as well as colour side profiles and 1/72nd scale plans of the F-4 and G-2.

The other special on offer here deals with the Mil Mi-24D, DU & V versions of the Hind. This is a forty-two page, A4 format with a card cover. Once again none of the text is in English but the photo coverage... wow! Just about every inch of the Hind is covered, all in colour. This includes cockpit and cargo area, exterior and even the engine bays, plus a detailed look at the various weapons carried by the type. There are eight pages of colour side profiles, a full stencil diagram chart and a set of 1/72nd scale plans for the Mi-24V.

Both of these titles can be highly recommended. If you see them pick them up, as the range is not widely available, but I am sure I have seen some of the specialist stockists in the UK with other titles from this publisher?

For more details contact: HT Model Magazin, Na Letisko 49, 058 01 Poprad, Slovakia. Tel: +052 7768212, Fax: +052 7768408, Email: htmodel@next.ska



Hurricane w obcej służbie Hurricane in Foreign Service



elsewhere in the title.

Overall an excellent title and one that I can highly recommend to all fans of the Hurricane.

Our thanks to AJaKS for the review sample. UK modellers can obtain this title from The Aviation Bookshop and Midland Counties Publications amongst others.

GC 1/145 in France, 1940

by B. Belcarz

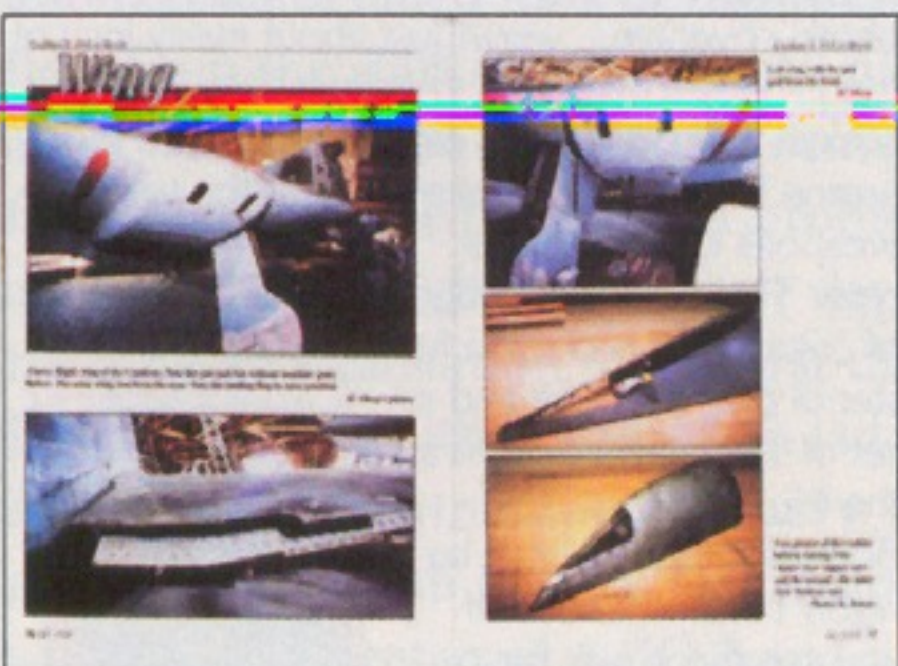
Price: £9.99

ISBN: 83-917178-1-X

Publisher: Mushroom Model Publications

Format: 165mmx240mm, 96 page, laminated card cover

This is the latest 'special' from Mushroom Monthly and it is in the same format as the previous one on Fighters over France and the Low Countries that we reviewed in the January 2003 (Vol 9 Iss 1) edition. All the text etc is in English and the title combines period black and white photographs with a large number of colour photos of the world's two surviving Caudron C.714



airframes. The main text has been split into sections that deal with specific stages in the operations of GC 1/145 during the frantic days of 1940. This text is extensive and covers all aspects of operations, the pilots, the Caudron C.714 from a technical and operational standpoint, victories and losses and camouflage



and markings. The last twenty-four pages of this title are in colour and offer a huge number of detailed shots in and around the world's last two surviving C.714 airframes. These are followed by eight pages of colour profiles of MS.406 and C.714 machines operated by GC 1/145.

This is a very useful reference full of very interesting photographs and it can be highly recommended to all.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD and Australian modellers can purchase a copy from Platypus Publications.

Genda's Blade – 343 Kokutai

by Henry Sakaida & Koji Takaki

Price: £29.95

ISBN: 1-903223-25-3

Publisher: Classic Publications

Format: 226mmx303mm, 208 page, hardback with separate dust jacket.

This is the latest addition to the Air War Classics series from Classic Publications. This is the first time in English that the story of the 343rd Koutai has been told. The unit was formed in December 1944, commanded by Capt. Minoru Genda, who is better known as the man behind the planning of the attack on Pearl Harbor in 1941. The unit was specifically formed with



hand-picked top pilots to operate the Kawanishi N1K2-J Shinden-Kai 'George' and their role was to defend the homeland from allied attack in the early part of 1945. This book has been created after many years of research and takes a very personal view of the group's operations. The narrative includes interviews with ex-343rd Kokutai

Genda's Blade
Japan's Squadron of Aces
343 Kokutai



Henry Sakaida & Koji Takaki

pilots and groundcrew, as well as interviews with USAF and USN pilots who encountered them in combat. All of this is backed up with over 300 period black and white photographs, plus colour side profiles of various Shinden-Kai operated by the unit which have been created by Tom Tullis.

This is a superb title, a great read, packed with information and full of very useful data for the modeller. It is good to see such stories being told in the English language and we can heartily recommend this title to anyone with an interest in the Pacific War.

Our thanks to Classic Publications for the review sample. This range is exclusively distributed by Midland Counties Publications.

Gloster Gladiator In Action

by W.A. Harrison

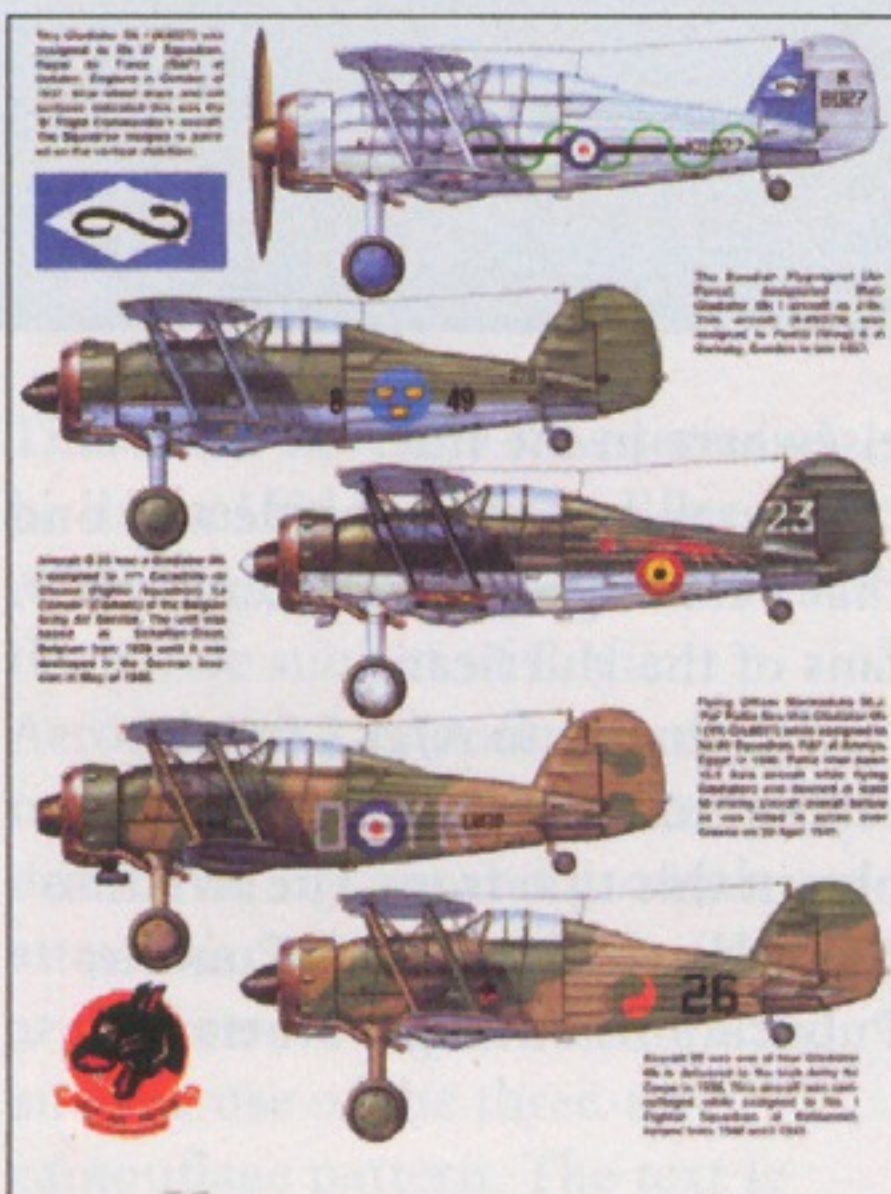
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Publisher: Squadron/Signal Publications

Format: 210mmx280mm, 50 page, laminated card cover

Nicely timed for the new Roden kit in 1/48th scale is this new title on the Gladiator in the 'In Action' series. It is offered in the standard format for the series with limited



narrative text and the majority of the content as black and white photographs. The text has been split up to deal with specific versions of the Gladiator, starting with the Mk I and then Mk II. The narrative then starts to deal with specific usage of the type, starting with RAF service, its use in France in 1939/1940, operations in Norway (1940) and the Middle East and Mediterranean. The coverage then switches to the Sea Gladiator, followed by a look at use in Malta and Aden before moving to cover foreign use of the type by countries like Latvia, Lithuania, Norway, Sweden, Belgium, Eire, Greece, Egypt, Iraq, Portugal,



Finland, USSR, Germany, Australia, the Free French AF and South Africa. Throughout there are numerous detail photographs, plus scale plans and scrap views showing the changes in the basic airframe throughout its use. The centre pages offer colour profiles of

ten Gladiators

A very useful little reference on the type and ideal for all of you thinking of modelling the type.

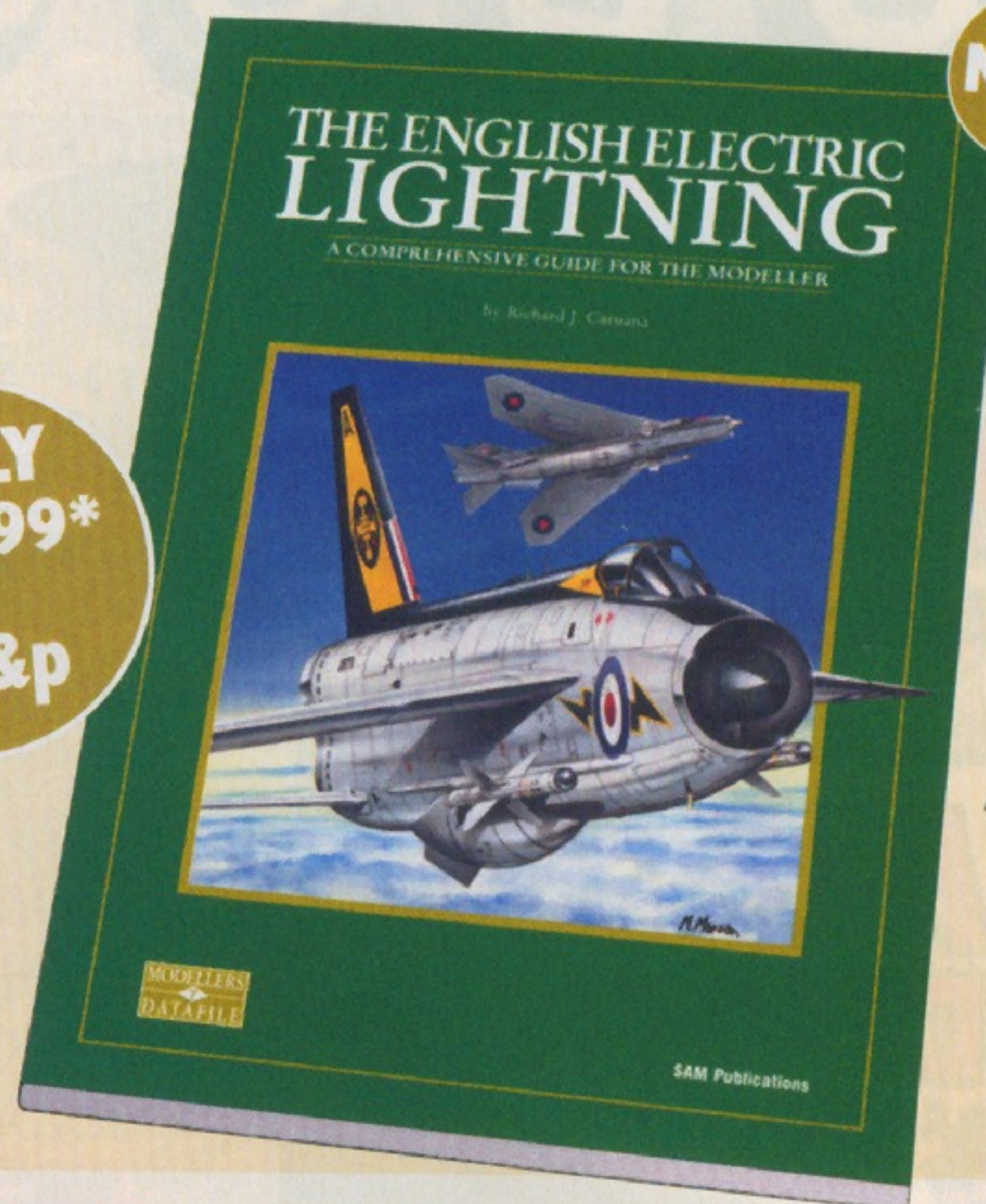
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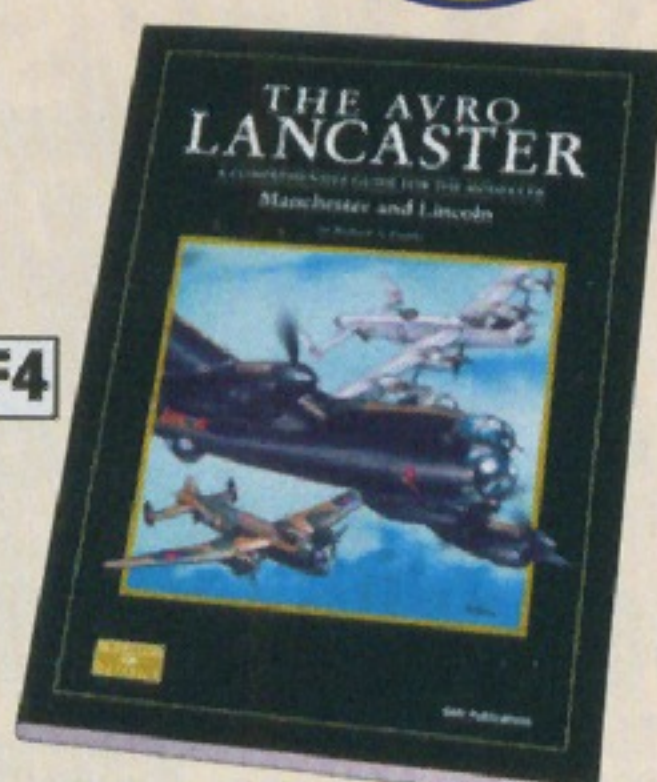
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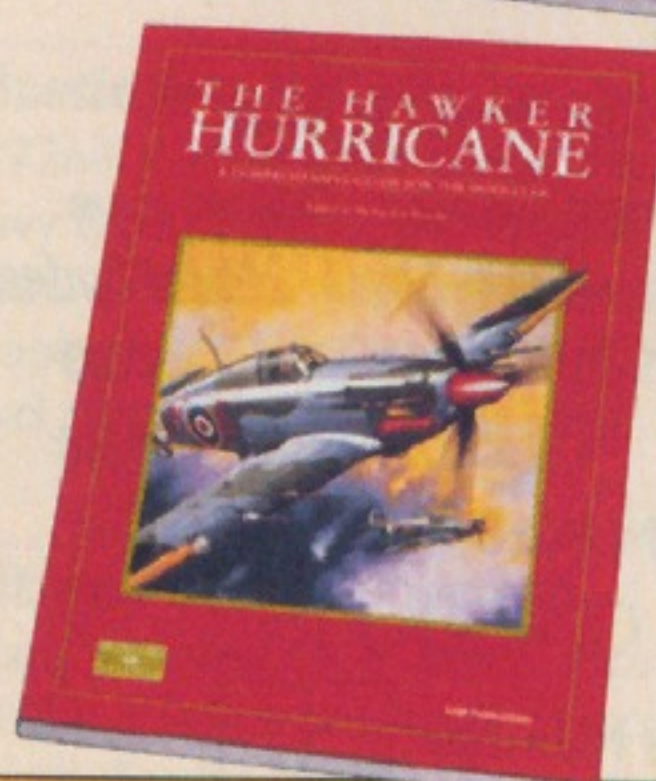
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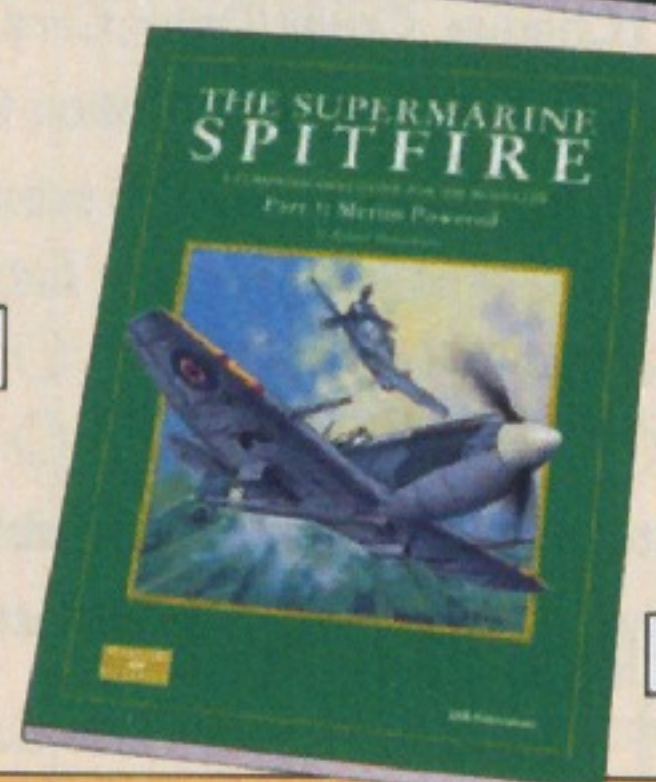
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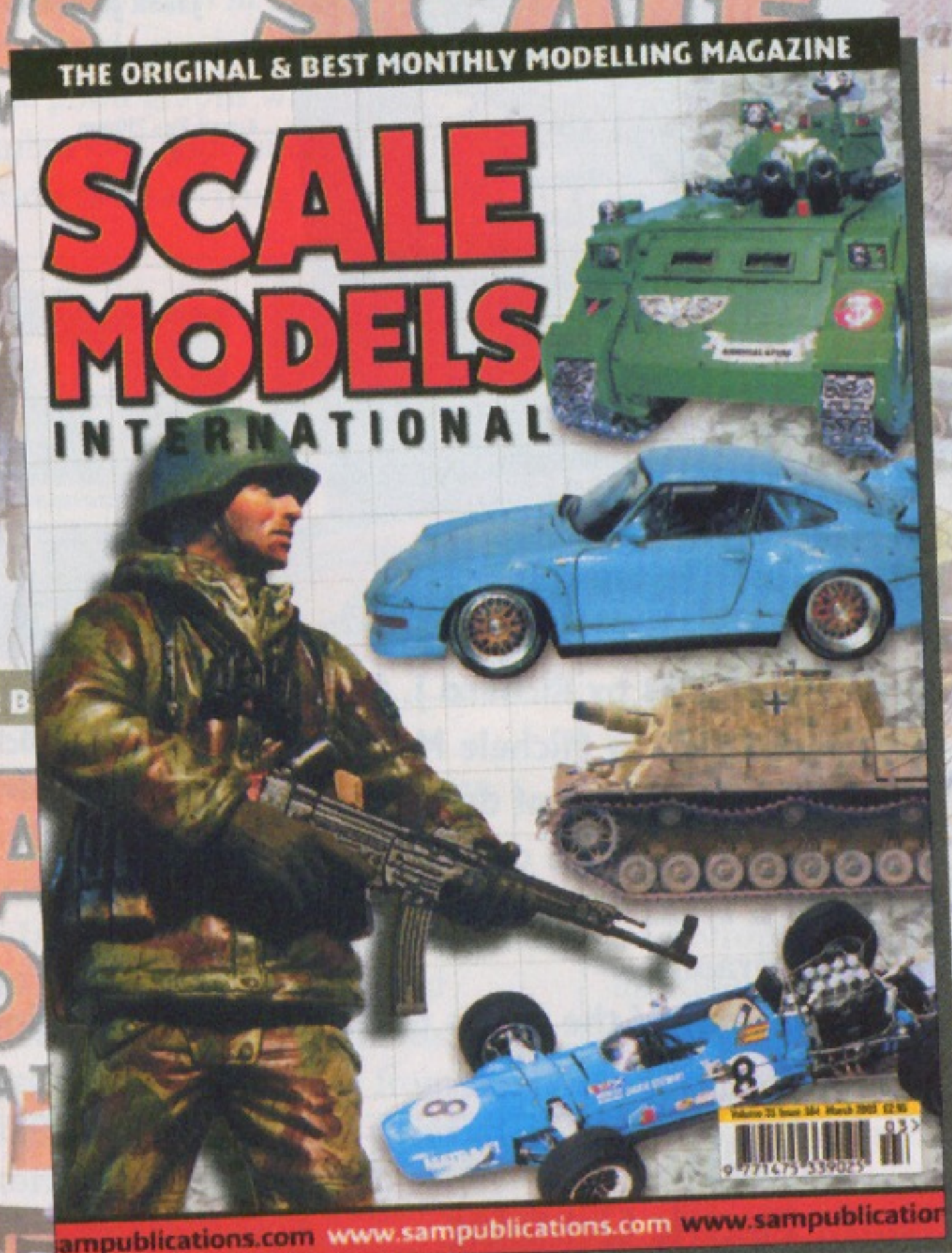
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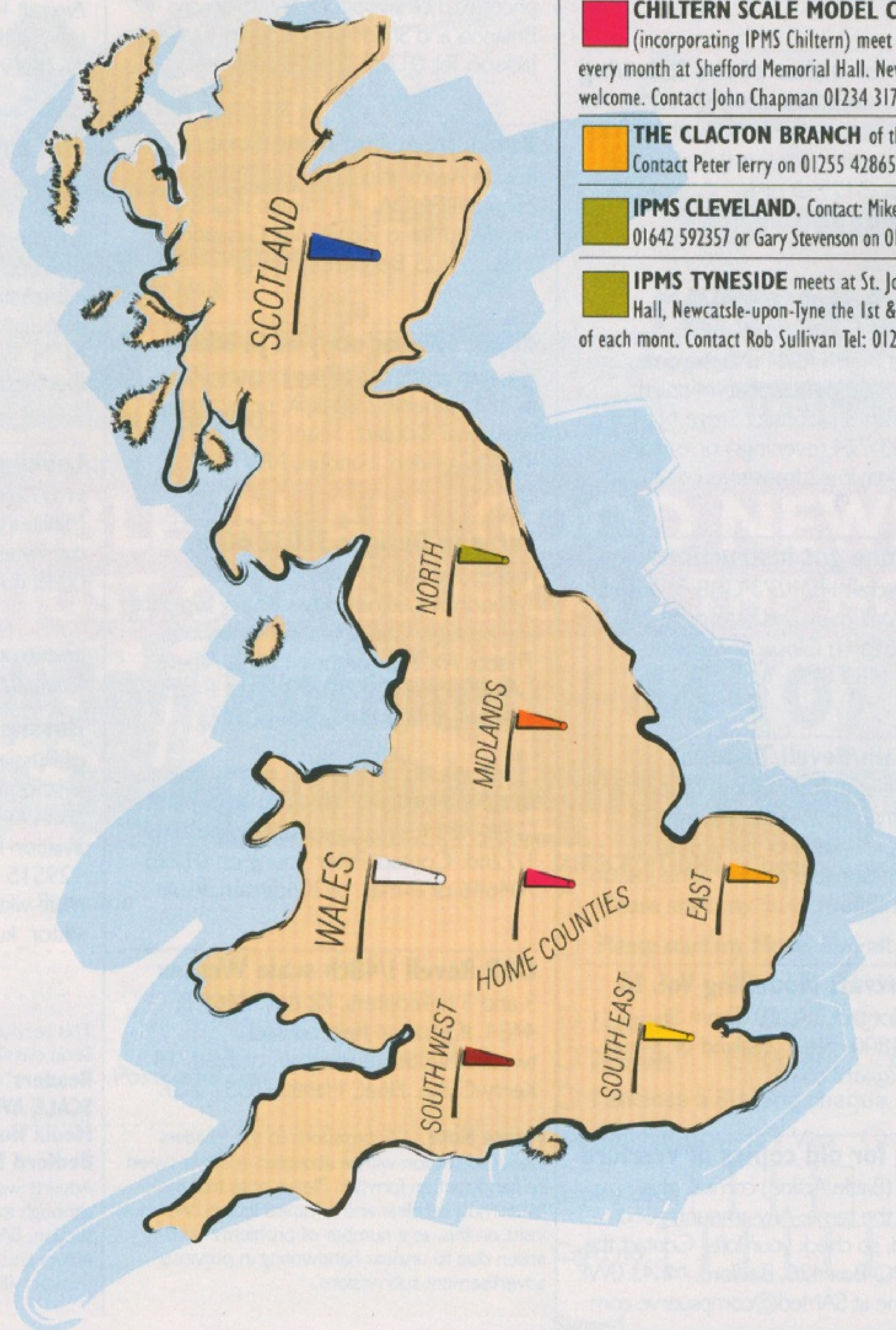
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MODELLSPORTCLUB HANS GRADE Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit www.msc-hansgrade-berlin.de or e-mail SSchurak@aol.com

ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modellbouw-eeklo to <http://users.compagnet.be/modellbouw.eeklo>.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP. For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooke on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORWICH SCALE MODEL GROUP. For more information please contact John Turner on 01603 890595.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

'ON THE ROAD' MODELLING CLUB from Brugge (Belgium) for all civil vehicle modellers. For more information please contact Peter D'Hollander@village.uu.net.be or Tel: 053/77.47.18.

GREATER PETERBOROUGH MODEL CLUB For more details contact Keith Boucher, Tel: 01733 242683

THE PENNETT MODEL MAKERS SOCIETY. For more details contact John Boucker on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklemi@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.

THE SILICON VALLEY SCALE MODELERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtzc@aol.com.

IPMS SOUTH EAST ESSEX/SOUTHEND- ON-SEA). Contact Simon Oliver on 01702 614831 (after 7pm) or John Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, Tel: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retemail.es.

SPRUES-R-US Scale model club meets every second Wednesday of the month in the Methodist Hall, North Road, Letchworth, Hertfordshire at 7.30pm. For further details please contact Peter Magee on 01462 640642 or Peter Park on 01462 675779.

ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 - 766104.

STAFFORD IPMS MODEL CLUB. For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

STIRLING & DISTRICT MODELLERS SOCIETY SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SUSSEX MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP For more information contact Keith Goldworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to; 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

IPMS WEST RIDING new branch secs email will be martin.johnston2@ntlworld.com Tel: 01132943321.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modelart@ptt.yu to ysig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@Tesco.net.

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more info. contact axiseagles@ozemail.com.au or jibaxter@techinfo.com.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@btinternet.net.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

PURSUIT S.I.G. for anyone interested in american pursuit aircraft. Contact Chris Norfolk on 01132176325 or at christophernorfolk@ntlworld.com

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

WORLD HELICOPTER SIG. Contact Geoff Arnold, 44 Rowan Road, Market Drayton, Shropshire. Email: geoffrey.a-hell-sig@whsmithnet.co.uk

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York. YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk.

8TH USAAF IN WWII SIG being started. Please contact either Mr L Wells, 17 Helford Drive, Broomsands Park, Paignton, South Devon. TQ4 7NL. Tel: 01803 844977, email: wellzy_2002@yahoo.com, or Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freemove.co.uk for more information.

events diary

● March 22nd

Flanders' Modelling Festival 2003 at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). For details please contact Rudy Binnemans, IPMS-Belgium-Antwerpen, Te Couwelaarlei 103/21, B-2100 Deurne. Tel/Fax (00) 32 3 324 22 04. Info and registrations: <http://www.ipmsantwerpen.be>

● March 23rd

Model Show of the Potteries at Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent. 10am to 4pm. For further information contact Mr A. Ewart on 01782 388892 or Mr M. Copestake on 01782 392353.

● March 23rd

The National Museum of Military Miniatures 1st Annual Fundraiser and Model Show. Held at the Wareham Elks Hall, Wareham, Massachusetts. 9am to 4pm. Vendor info. contact Paul Boyle, 67 Old Coach Road, Braintree, MA 02184 (617) 675-0769. Show info.: Bill Grigg, 71 Lewiston St, Brockton, MA (508) 583-0924 between 9am and 9pm or email BJGUSCG@aol.com

● March 29th

Aeromodel at Shoreham Airport, West Sussex. Gates open at 10.00am. Contact 01424 440644 or email: aeromodelsuk@andysaunders.freemove.co.uk

● April 5th

Poole Vikings Model Club (IPMS Dorset) Annual Model Show at Poole Grammar School, Gravel Hill, Poole, Dorset between 10.00 am and 4.30 pm. Admission Adults £2.00, Children and Senior Citizens £1.00 and Family tickets £4.00, Free Car Parking. For further Information contact Andy Sweet on Bournemouth (01202) 743494. Or email: poole.vikings@virgin.net

● April 5th

19th Annual Open Invitational, IPMS region 4 USA at C.K. Newsome Community Center, 100 E Walnut St, Evansville IN 47711 USA. 8am to 5pm CST. For contest or vendor info contact: Don Blan, 4839 Cambridge Dr, Owensboro Ky 42303. Tel: 270-684-6304 or Brian Veach, 514 E 9th St, Owensboro, Ky 42303. Tel: 270-684-9499 or email: CarModeler@aol.com or jtmichl@hotmail.com

● April 6th

The Shropshire Model Show. 10am to 4pm in all three hangars at The Royal Air Force Museum Cosford. Contact: The Royal Air Force Museum Cosford, Cosford, Shifnal, Shropshire. TF11 8UP. Tel: 01902 376200.

● April 12th

Sword and Lance 2003 at the Arts Centre, Vane Terrace, Darlington. Contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham, DL1 1EZ. Tel: 01325 489801 or e-mail: dmms@whsmithnet.co.uk

● April 13th

Gatwick Aviation Society Aircraft Enthusiasts Fair. 11am Crawley Leisure Centre, Haskeet Avenue, Crawley, West Sussex.

● April 19th

Plymouth Expo 2003 at the Plymouth Guild Hall. Contact Alan Edhouse. Tel: 01752 262340 or email Alan.Edhouse@skynow.net

● April 25th & 26th

Region Four Convention sponsored by IPMS/Roscoe Turner, Indianapolis, Indiana. Four Points Sheraton 7701 E. 42nd St. (I-465 @ SR 67/Pendleton Pike). Contact Ken Kindler, 7763 Prairie View Ln, Indianapolis, IN 46256 (317) 570-1796 Email: kindler3@comcast.net

● April 26th & 27th

Scottish National Model Championships at The Dewars Centre, Glover Street, Perth. 10am to 5am both days. Admission One day £2, Conc./child £1.50, Family (2+2) £5.00. Two days Adult £3, Conc./child £2.00, Family (2+2) £7.00. Contact Ian Hanratty Tel 0131 665 4087 or E-mail ian@hanra.freemove.co.uk

● May 7th - 11th

May 7th Model Show at Oficina Da Cultura in Almada - Portugal hosted by AMA (Association of Modelling - Almada). For info. contact Pedro Figueira at Apartado 531, Cova Da Piedade, 2801-906 Almada - Portugal or e-mail: amamail@portugallmail.pt

● May 10th

Heathrow Aircraft Enthusiasts' Fair at Feltham Community College, Browells Lane, Feltham, Middlesex. Enquiries to Keith Manning Epsom 01372 725063 (Eves) or email keithmanning01@o2.co.uk

● May 10th

Rocky Mountain Model Club's 9th Annual Model Contest at the Sandstone Valley Ecumenical Center, 1100 Berkshire Blvd. NW, Calgary, Alberta, Canada. Additional info is available on our website: www.RockyMountainModelClub.com

● May 11th

The 3rd IPMS Gloucester Model Show at the Churchdown Community Centre, Parton Road, Nr Staverton Airport. 9.30am to 5pm. Contact J. Brown, 123 Pheasant Way, Beeches Park, Cirencester, Gloucestershire. Tel: 01285 659254 (after 7.30pm). Email Jeffreyarthurb@aol.com

● May 17th

2003 IPMS/Gamecocks & IPMS/Mid-Carolina Model Contest and Expo at the Lexington Leisure Center, 108 Park Road, Lexington, SC. 9am to 5pm. For contest info contact Paul Lovell (803) 469-0734 dogfighter@ftc-i.net and for vendor info, contact Tim Darrah (803) 469-7605 tttmmmy@earthlink.net

● May 18th

IPMS Hornchurch Model Show. IPMS Hornchurch present their second Model Show at the Sidney Russell School, Parsloes Avenue, Dagenham, Essex RM9 5QT. Contact: Alan Carr, 5 Roslyn Gardens, Gidea Park, Essex RM2 5RH. Tel: 01708 747 849. E-mail: acarr:jaglanclia@virgin.net

● May 18th

Midland Model Expo 2003 at Leasowes Leisure Centre, Kent Rd, Quinton, Halesowen Nr Birmingham. For info. contact D. Jeffrey (0121 550 7184) or Craig Greville (0121 360 4905).

● May 24th

Squadron Scalefest 2003 hosted by IPMS North Central Texas at the Exhibit Hall at Mesquite Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas. Send SASE to Squadron ScaleFest '99, PO Box 871416, Mesquite, Texas 75187-1416.

● May 24th

Torbay 2003 Model Show & Competition. Held at Torquay Town Hall, Torquay South Devon, doors open to the public at 10am. For details of availability for space please contact Les Wells on (01803) 844977 (after 7pm please) or e-mail on welzy_2002@yahoo.com

● May 24th-26th

Overlord 2003, Five Heads Road, Horndean, Nr. Portsmouth. Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582 Richard Notton (Stalls & General) 01329



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● May 31st

IPMS Salisbury's Fifth Annual Model show at Wyvern College, Church Road, Laverstock, Salisbury. Details from Peter A. James, Lothlorien, 18 Ilynton Avenue, Firsdawn, Salisbury, SP5 1SH. Tel: 01980 862403.

● June 7th

Midland Counties - Aviation "Wingding" a mixture of activities including special book offers, Publisher stands, Magazine Giveaways, Model Aircraft Displays, Slide Show. 9-30am to 4-30pm. at 4 Watling Drive, Hinckley, Leicestershire

● August 17th

Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200

● August 31st

IPMS Brampton 2003 Annual Show at the Priory Centre, St Neots, Cambridgeshire. Open to the public from 10am to 4pm. Admission £1 for adults, free for students, children and senior citizens. For further information contact Sam Bratby on 01487 830689 or sambratby@supanet.com.

● September 20th

Model Wheels at the Holiday Inn Telford, Shropshire. 10am to 5pm. Enquiries to Tel/Fax: 01588 660706

● September 28th

St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Sign posted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF. 01473 743189.

● November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

Greater Peterborough Model show:

Contact David Martin 01733 380250

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



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Note: Please refer to the individual review to identify the UK importer or distributor of each range. See advert-ise-ments in this and previous editions in regard to model shops and mail order establishments listed in reviews.

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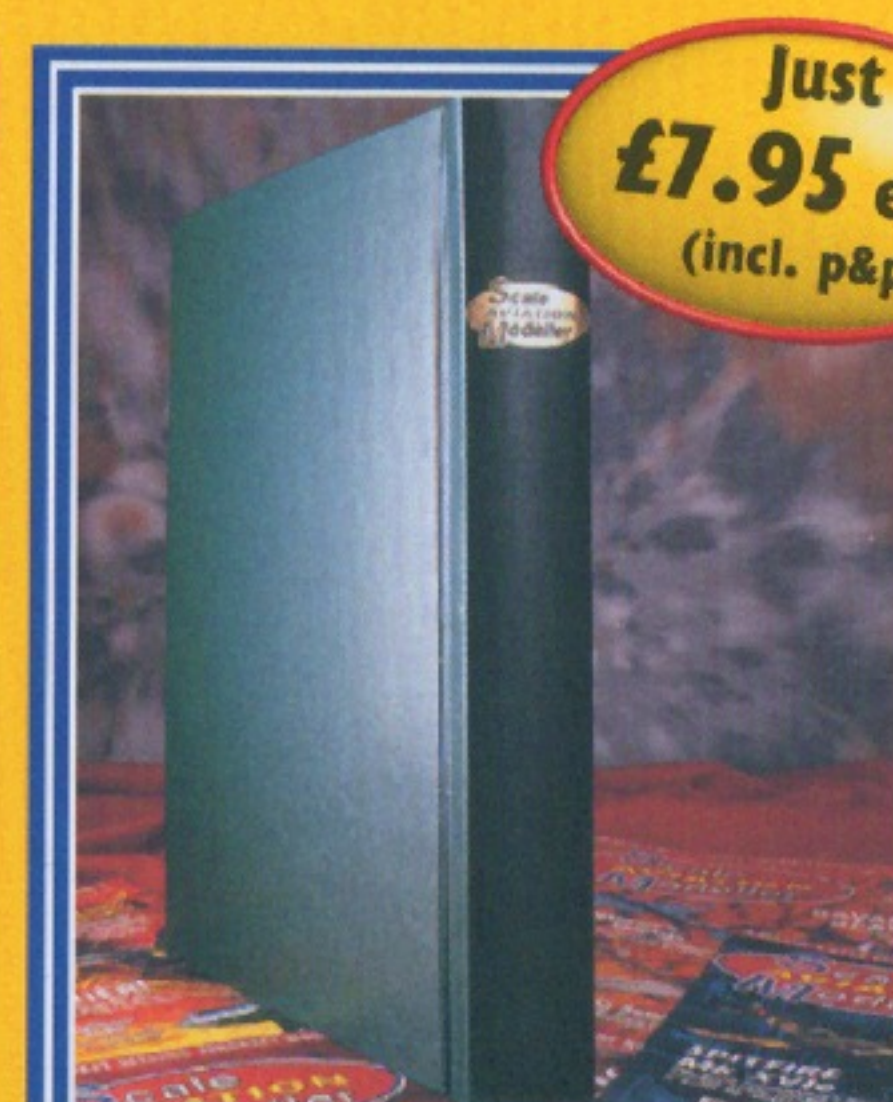
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